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JOURNALS

OF THE

LEGISLATIVE ASSEMBLY.

VOL. XIII.

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JOURNALS

OF THE

LEGISLATIVE ASSEMBLY

OF THE

PROVINCE OF ONTARIO.

FROM JAN. 7TH, 1880, TO MARCH 6TH, 1880.

(BOTH DAYS INCLUSIVE.)

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6.11.91

IN THE FORTY-THIRD YEAR OF THE REIGN OF OUR SOVEREIGN LADY
QUEEN VICTORIA.

Being the First Session of the Fourth Legislature of Ontario.

SESSION 1880.

PRINTED BY ORDER OF THE LEGISLATIVE ASSEMBLY.

VOL. XIII.

JOURNALS

OF THE

LEGISLATIVE ASSEMBLY

OF THE

PROVINCE OF ONTARIO.

Wednesday, 7th January, 1880.

12 o'CLOCK NOON.

This being the First Day of the First Meeting of the Fourth Legislature of the Province of *Ontario* for the Despatch of Business, pursuant to a Proclamation of The Honourable DONALD ALEXANDER MACDONALD, LIEUTENANT-GOVERNOR, *Charles Todd Gillmor*, Esquire, Clerk of the Legislative Assembly, laid on the Table of the House a Roll containing a list of the names of Members who had been returned at the General Election to serve in this Legislature ; and, having been appointed by *dedimus potestatem* a Commissioner for administering the Oaths to the Members, did administer the Oaths to the Members present, who, having subscribed the Roll, took their seats in the House.

PROCLAMATION.

<i>Canada.</i> Province of } <i>Ontario.</i>	<i>D. A. MACDONALD.</i>	[L.S.]
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VICTORIA, *by the Grace of God, of the United Kingdom of Great Britain and Ireland*
QUEEN, *Defender of the Faith, &c., &c., &c.*

To Our Faithful, the Members elected to serve in the Legislative Assembly of Our Province of *Ontario*, and to every of you—GREETING :

O. Mowat, }
Attorney-General. } **W**HEREAS it is expedient for certain causes and considerations to convene the Legislative Assembly of Our said Province, We do will that you and each of you, and all others in this behalf interested, on WEDNESDAY, the SEVENTH day of the month of JANUARY next, at OUR CITY OF TORONTO aforesaid, personally be and appear for the DESPATCH OF BUSINESS, to treat, act, do and conclude upon those things which in Our Legislature of the Province of *Ontario* by the Common Council of Our said Province may by the favour of God be ordained. **HEREIN FAIL NOT.**

IN TESTIMONY WHEREOF, We have caused these Our Letters to be made Patent, and the Great Seal of Our said Province of *Ontario* to be hereunto affixed: WITNESS, The Honourable DONALD ALEXANDER MACDONALD, LIEUTENANT-GOVERNOR of Our Province of *Ontario*, at Our Government House, in Our City of *Toronto*, in Our said Province, this THIRD day of DECEMBER, in the year of Our Lord one thousand eight hundred and seventy-nine, and in the Forty-third year of Our Reign.

By Command,

CHARLES T. GILLMOR,
Clerk of the Crown in Chancery.

ROLL OF MEMBERS.

Electoral District of	Addington	Hammel Madden Deroche.
Do	Algoma	Robert Adam Lyon.
Do	Brant, N.R.	James Young.
Do	Brant, S.R.	The Honourable Arthur Sturgis Hardy.
Do	Brockville	The Honourable Christopher Finlay Fraser.
Do	Bruce, N. R.	Donald Sinclair.
Do	Bruce, S.R.	Rupert Mearse Wells.
Do	Cardwell	Charles Robinson.
Do	Carleton	George William Monk.
Do	Cornwall'	William Mack.
Do	Dufferin	John Barr.
Do	Dundas	Andrew Broder.
Do	Durham, E.R.	John Rosevear.
Do	Durham, W.R.	James Wellington McLaughlin.
Do	Elgin, E.R.	Thomas Macintyre Nairn.
Do	Elgin, W.R.	John Cascaden.
Do	Essex, N.R.	Solomon White.
Do	Essex, S.R.	Lewis Wigle.
Do	Frontenac	Delino Dexter Calvin.
Do	Glengarry	Donald Macmaster.
Do	Grenville, S.R.	Frederick John French.
Do	Grey, N.R.	David Creighton.
Do	Grey, E.R.	Abram William Lauder.
Do	Grey, S.R.	James H. Hunter.
Do	Haldimand	Jacob Baxter.
Do	Halton	David Robertson.
Do	Hamilton	John Morison Gibson.
Do	Hastings, W.R.	Alexander Robertson.
Do	Hastings, E.R.	Nathaniel Stephen Appleby
Do	Hastings, N.R.	George Henry Boulter.
Do	Huron, E.R.	Thomas Gibson.
Do	Huron, S.R.	Archibald Bishop.
Do	Huron, W.R.	Alexander McLagan Ross.
Do	Kent, E.R.	Daniel McCraney.
Do	Kent, W.R.	Edward Robinson.
Do	Kingston	James Henry Metcalfe.
Do	Lambton, E.R.	Peter Graham.
Do	Lambton, W.R.	The Honourable Timothy Blair Pardee.
Do	Lanark, N.R.	William C. Caldwell.
Do	Lanark, S.R.	William Lees.
Do	Leeds and Grenville, N.R.	Henry Merrick.

 ROLL OF MEMBERS.—*Continued.*

Electoral District of	Leeds, S.R.	William Richardson.
Do	Lennox	George Douglas Hawley.
Do	Lincoln.....	Sylvester Neelon.
Do	London	William Ralph Meredith.
Do	Middlesex, E.R.	Richard Tooley.
Do	Middlesex, N.R.....	John Waters.
Do	Middlesex, W.R.....	John Watterworth.
Do	Monck.....	Richard Harcourt.
Do	Muskoka and Parry Sound	John C. Miller.
Do	Norfolk, S.R.....	William Morgan.
Do	Norfolk, N.R.	John B. Freeman.
Do	Northumberland, E.R..	James M. Ferris.
Do	Northumberland, W.R..	John C. Field.
Do	Ontario, N.R.	Thomas Paxton.
Do	Ontario, S.R.....	John Dryden.
Do	Ottawa.....	Patrick Baskerville.
Do	Oxford, N.R.....	The Honourable Oliver Mowat.
Do	Oxford, S.R.	The Honourable Adam Crooks.
Do	Peel.....	Kenneth Chisholm.
Do	Perth, N.R.	David Davidson Hay.
Do	Perth, S.R.....	Thomas Ballantyne.
Do	Peterborough, E.R.	Thomas Blezard.
Do	Peterborough, W.R....	William Hepburn Scott.
Do	Prescott.....	William Harkin.
Do	Prince Edward	Gideon Striker.
Do	Renfrew, S.R.....	James Bonfield.
Do	Renfrew, N.R.	Thomas Murray.
Do	Russell	Ira Morgan.
Do	Simcoe, E.R.....	Hermon Henry Cook.
Do	Simcoe, S.R.	William James Parkhill.
Do	Simcoe, W.R.....	Thomas Long.
Do	Stormont	Joseph Kerr.
Do	Toronto East.....	The Honourable Alexander Morris.
Do	Toronto West.....	Robert Bell.
Do	Victoria, N.R.....	Samuel Stanley Peck.
Do	Victoria, S.R.....	The Honourable Samuel Casey Wood.
Do	Waterloo, N.R.....	Moses Springer.
Do	Waterloo, S.R.....	James Livingston.
Do	Welland.....	Daniel Near.
Do	Wellington, W.R.....	Robert McKim.
Do	Wellington, C.R.	Charles Clarke.
Do	Wellington, S.R.	James Laidlaw.
Do	Wentworth, N.R.	James McMahon.
Do	Wentworth, S.R.	Franklin Metcalfe Carpenter.
Do	York, E.R.	George Washington Badgerow.
Do	York, W.R.	Peter Patterson.
Do	York, N.R.	Joseph Henry Widdifield.

The Lieutenant-Governor having entered the House at three o'clock p.m., took his seat on the Throne.

The Provincial Secretary then said :—

I am commanded by the Lieutenant-Governor to state that he does not see fit to declare the causes of his summoning the present Legislature of this Province until a Speaker of this House shall have been chosen according to law ; but to-morrow, at the hour of three o'clock in the afternoon, he will declare the causes of his calling this Legislature.

The Lieutenant-Governor was then pleased to retire.

The Attorney-General, addressing himself to the Clerk, proposed to the House for their Speaker, *Charles Clarke*, Esquire, Member for the Centre Riding of the County of *Wellington*, which Motion was seconded by Mr. *Wells*, and it was

Resolved,—That *Charles Clarke*, Esquire, do take the Chair of this House, as Speaker.

The Clerk having declared the Honourable *Charles Clarke* duly elected, he was conducted by the Attorney-General and Mr. *Wells* to the Chair, where, standing on the upper step, he returned his humble acknowledgment to the House for the great honour they had been pleased to confer upon him by choosing him to be their Speaker.

And thereupon he sat down in the Chair, and the Mace was laid on the Table.

On motion of the Attorney-General, seconded by Mr. *Crooks*,

Resolved—That when this House adjourns it do stand adjourned till To-morrow at three o'clock p.m.

The House then adjourned at 3.30 p.m.

Thursday, 8th January, 1880.

3 O'CLOCK P.M.

The House having met, the Lieutenant-Governor entered the House, and took his seat on the Throne.

The Speaker elect then spoke to the following effect :—

May it Please Your Honour :

The Legislative Assembly have elected me as their Speaker, though I am but little able to fulfil the important duties thus assigned to me.

If, in the performance of those duties, I should at any time fall into error, I pray that the fault may be imputed to me and not to the Assembly whose servant I am, and who, through me, the better to enable them to discharge their duty to their Queen and country, hereby humbly claim all their undoubted rights and privileges, especially that they may have freedom of speech in their debates, access to your person at all seasonable times, and that their proceedings may receive from you the most favourable consideration.

The Provincial Secretary then said:—

Mr. Speaker,

I am commanded by the Lieutenant-Governor to declare to you that he freely confides in the duty and attachment of the Assembly to Her Majesty's person and Government, and, not doubting that their proceedings will be conducted with wisdom, temper and prudence, he grants, and upon all occasions will recognize and allow, their constitutional privileges.

I am commanded also to assure you that the Assembly shall have ready access to the Lieutenant-Governor upon all seasonable occasions, and that their proceedings, as well as your words and actions, will constantly receive from him the most favourable construction.

The Lieutenant-Governor was then pleased to open the Session by the following gracious Speech:—

Mr. Speaker, and Gentlemen of the Legislative Assembly:—

I have great pleasure in meeting you on this, the first occasion of the Legislative Assembly being convened since the General Election of the past year.

The deep interest manifested in the opportunity then afforded for a full discussion of public affairs, and the quietness and order with which the elections were everywhere conducted, were striking proofs of the intelligence and public spirit of the people of this Province.

I am happy to be able to congratulate you on the beneficial effects upon the country, arising from last year's abundant harvest, and on the fact, that an increased demand for certain classes of lumber, has indicated some tendency to revival in that long depressed industry.

I had the pleasure last summer, of paying an official visit to the Thunder Bay district, and to the Territory declared by the late award to be part of the Province of Ontario, lying between Lake Superior and the Lake of the Woods, and I have reason to believe that my visit was not without public advantage. I commend to your attention the Reports relating to the resources of this and other sections of the north-western and northern portions of the Province, received from the Stipendiary Magistrates appointed under the provisions of an Act of last Session, and which will be laid before you.

The existence of gold deposits in the islands of the Lake of the Woods, has lately attracted much attention, and should this circumstance, as is anticipated, occasion a considerable influx of population to that locality during the ensuing spring and summer, some additional measures for the preservation of peace and order may be necessary.

Some correspondence has taken place between my Government and the Government of Canada, respecting the award of the Boundary Arbitrators. I trust that at the approaching Session of the Dominion Parliament, the award will receive from that body legislative recognition.

The attention of my Government has recently been directed to the duty of bringing the management of the Reformatory for Boys at Penetanguishene more thoroughly into harmony with the original design and intention of such an institution. The system it is proposed to pursue is modelled on the improved method adopted at the most successful establishments of this kind elsewhere, and with the view of substituting for penal discipline a treatment and influences of a strictly reformatory character. A Bill will be submitted to you for this object; and your assent will be asked to an appropriation to cover some necessary outlay in connection with the changes contemplated.

The Ontario Agricultural College has been so far a success as to justify, in my opinion, legislation providing for its permanent management. I trust a measure framed with that object will meet with your approval.

The intimate connection between the prosperity and advancement of the Agricultural interests of Ontario and the welfare of all other classes of the community is universally recognized. You will be asked to provide for the appointment of a Commission to inquire into various matters affecting this great industry, and especially to ascertain by

what means increased efficiency may be given to the efforts of the Government and Legislature in its behalf.

Experience in the working of the Free Grant Acts has shewn that the absolute relinquishment of the rights of the Crown to the pine timber upon the issue of the patent, has encouraged a wasteful treatment of our pine forests, and has been attended with loss to the revenue, without corresponding benefit to the locatee. You will be asked to consider a measure designed to protect the public interests in these respects.

The depressed condition of the agriculturists of Great Britain leads to the expectation that a considerable immigration of farmers and farm-labourers to Canada may be anticipated during the present year. Care will be taken by my Government to place the claims and advantages of the Province of Ontario favourably and prominently before that portion of the population of the United Kingdom.

In view of the satisfactory results that have attended past efforts towards the fusion of Law and Equity procedure in this Province, you will be invited to consider a measure, which, by consolidating the Superior Courts of Law and Equity, and providing for the adoption of a uniform and improved system of practice and pleadings, will complete the work of assimilation.

Some extension, with due safeguards, of the jurisdiction of the Division Courts appears to be called for by public opinion, and a Bill with that object will be laid before you.

From proceedings in the Dominion Parliament at its last session, the early abolition of the Dominion Insolvency Law appears to be imminent; and in view of that event, it may be desirable that a measure for the equal distribution of the property of execution debtors, should be placed on the Statute Book of Ontario without delay.

The frequent serious accidents, attended in many instances with loss of life, to brakes men employed on Railways, suggest the importance of some legislation making it the duty of Railway Companies to provide means by which the dangers of this necessarily perilous avocation may be diminished. I invite your earnest attention to this subject.

Certain of the statutory exemptions from the burdens of municipal expenditure have been felt to be a grievance in some of our municipalities. A Bill on this subject will be proposed for your acceptance, and at the same time you will be asked to consider some other changes in the incidences of local taxation.

The requirements of the Legislature and Public departments have long since outgrown the accommodation afforded by buildings erected at a time when the population of Ontario comprised but little over 200,000 souls, and when the business transacted was proportionately limited. As long since as the year 1873, and again in 1877, the Government Architect called attention in his reports to the Commissioner of Public Works, to the necessity, on the grounds of health, safety and economy, for the early erection of a new Legislative Chamber and Public Offices. For some years it has been necessary to secure a hired house for the business of two of the Departments, while that of a third is transacted at a distance of nearly a mile from the main building. Meantime large sums have been unavoidably expended in repairs incidental to deterioration effected by time. The Public Records, constantly accumulating, have been in great peril from insufficient security against fire; and increasing inconvenience has been experienced year by year owing to the want of the space demanded for proper departmental arrangements.

The report of the Architect, with plans and estimates for the construction of new buildings on a more eligible and more healthy site, will be laid before you. The value of the present site for other purposes will materially reduce the cost of the new structure, while the price of material and labour is favourable at this time for such undertakings.

It appears to me, therefore, to be worthy of your very serious consideration, whether the erection of an edifice, commensurate with the needs of the public service and creditable to the Province, should longer be delayed.

The annual reports of the several Departments will be submitted for your information. In connection with the report of the Minister of Education it is satisfactory to observe that the improvements introduced within the last two years into the system of training teachers through the agency of the Normal and County Model Schools have been attended with the best results to the great cause of Public School Education.

The Public Accounts of receipts and expenditures will be laid before you.

The estimates for the current year will, on an early day, be presented for your approval. They will be found to be framed with all due regard for that economy which is consistent with the demands of the public service.

I trust that in this, the last session of the Legislative Assembly during which I am likely to occupy the position of Lieutenant-Governor of Ontario, the work accomplished may be of so permanent and useful a character as to leave in the minds of all who are engaged in, or identified with it, a feeling of true and lasting satisfaction.

The Lieutenant-Governor was then pleased to retire.

3.30 P.M.

PRAYERS.

Mr. Speaker informed the House, That the Clerk of the House had received from the Judges selected for the trial of Election Petitions, pursuant to the Controverted Elections Act of Ontario, Certificates and Reports relating to the Elections for

The Electoral District of the County of *Dufferin*.

The Electoral District of the West Riding of the County of *Hastings*.

The Electoral District of the South Riding of the County of *Norfolk*.

The Electoral District of *Stormont*.

The Electoral District of the South Riding of the County of *Wentworth*.

The Electoral District of the County of *Russell*.

The several Certificates and Reports were then read by the Clerk at the Table, as follow:—

TORONTO, 11th December, 1879.

To the Clerk of the Legislative Assembly of the Province of Ontario:—

In the Court of Appeal.

Election of a Member for the Legislative Assembly for the Province of Ontario for the Electoral District of *Dufferin*, holden on the fifth day of June, 1879.

James Sleighorn, Petitioner,

and

John Barr, Respondent.

1. We hereby certify that the trial of the Petition in this case, took place before us at the Town of *Orangeville*, on the 9th day of December instant.
2. We determined that the Respondent, *John Barr*, was not duly elected, and is not entitled to represent the said Electoral District of *Dufferin* in the Legislative Assembly for *Ontario*, and that such Election was void, and ought to be set aside.
3. We further certify that the said *John Barr* was not proved to have been guilty of any corrupt practices.
4. We have no reason to believe that corrupt practices extensively prevailed at the Election to which the above Petition relates.

THOMAS MOSS, C.J.,
J. D. ARMOUR, J.

TORONTO, December 29th, 1879.

SIR,—We have the honour to report for the information of the Honourable the Legislative Assembly of the Province of *Ontario*, that on the trial of the Election Petition arising out of the election for West *Hastings*, we find that *Alexander Robertson*, Esquire,

the Respondent in the said Petition, was not duly elected, and that said election was void for corrupt practices by his agents.

We find that no corrupt practice has been proved to have been committed by or with the knowledge and consent of any candidate at such election.

We find that *William Sarsfield* and *John Johnson*, who were agents of the said *Alexander Robertson*, were guilty of corrupt practices at the said election, but we beg to report that these witnesses claimed and were allowed the certificate referred to in the 53rd section of the Controverted Elections Act, and that they made full and true answers to our satisfaction.

We find that corrupt practices have extensively prevailed at the election to which the Petition relates.

We have the honour to be,

Your most obedient servants,

THOMAS MOSS, C.J.,

THOMAS GALT, J.

To the Honourable the Speaker.

In the Court of Appeal.

The Controverted Elections Act of Ontario.

Election for the Electoral District of the South Riding of the County of *Norfolk*.

Oliver Austin, Petitioner,

and

William Morgan, Respondent.

SIR,—We beg leave, in pursuance of section 55 of the Controverted Elections Act of *Ontario*, to report that, a trial of the matter alleged in the said Petition having been held before us in the Town of *Simcoe* in the County of *Norfolk*, on the thirtieth day of October, in the year of our Lord one thousand eight hundred and seventy-nine, and having heard such evidence as was produced before us at the said trial, we find and determine as follows:—

1. That the Respondent, *William Morgan*, was duly elected a Member of the Legislative Assembly of the Province of *Ontario* for the Electoral District of the South Riding of the County of *Norfolk*, at the election holden on the twenty-ninth day of May and on the fifth day of June, in the year of our Lord one thousand eight hundred and seventy-nine.
2. That no corrupt practice was proved to have been committed by or with the knowledge or consent of either candidate at the said election.
3. That from the evidence produced at the said trial, there is no reason to believe that corrupt practices have extensively prevailed at the said election.

THOMAS MOSS, C.J.,

S. H. BLAKE, V.C.

To the Honourable the Speaker of the Legislative Assembly of the Province of Ontario.

In the Court of Appeal.

Election for the Electoral District of the County of *Stormont*, holden on the twenty-ninth day of May and the fifth day of June, A.D. 1879.

SIR,—In accordance with the Controverted Elections Act, we have the honour to report, that having tried the Petition in the matter of the above Election, and heard the evidence adduced in support thereof, we judge and determine as follows:—

1. That the Election should be declared void for corrupt practices.
2. That there was no evidence to prove that corrupt practices had been committed by or with the consent of either of the candidates at the said Election.
3. That *John M. Campbell* was proved to have been guilty of corrupt practices in violation of the provisions of the Election Act.
4. That from the evidence adduced at the trial, there is no reason to believe that corrupt practices extensively prevailed at the said Election.

THOS. MOSS, *C.J.*,
S. H. BLAKE, *V.C.*

To the Honourable the Speaker of the Legislative Assembly.

TORONTO, December 29th, 1879.

SIR,—We have the honour to report for the information of the Honourable the Legislative Assembly that, on the trial of the Election Petition arising out of the election for *South Wentworth*, we find that *Franklin Metcalfe Carpenter*, Esquire, the respondent in the said petition was not duly elected, and that *Nicholas Awrey*, Esquire, in the said Petition named, was duly elected and ought to have been returned.

We further find that no corrupt practice has been proved to have been committed by or with the knowledge or consent of either candidate.

We have no reason to believe that corrupt practices extensively prevailed at such election.

We have the honour to be, Sir,
Your most obedient servants,

THOMAS MOSS, *C.J.*
THOMAS GALT, *J.*

To the Honourable the Speaker of the Legislative Assembly.

In the Court of Appeal.

Election for the Electoral District of *Russell*, in the Province of *Ontario* and Dominion of *Canada*, holden on the 29th day of May, and 5th day of June, 1879.

SIR,—In accordance with the Controverted Elections Act, we have the honour to report that, having tried the Petition in the matter of the above Election, and heard the evidence adduced in support thereof, we adjudged and determined as follows :

1. That *Adam J. Baker* was duly elected at the said election.
2. That there was no evidence to prove that any corrupt practice had been committed by either of the candidates at the said election.
3. That from the evidence adduced at the trial there is no reason to believe that corrupt practices extensively prevailed at the said election.

THOMAS MOSS, *C.J.*
S. H. BLAKE, *V.-C.*

To the Honourable the Speaker of the Legislative Assembly.

Ordered, That the foregoing certificates and reports be entered on the journals of this House.

Mr. Speaker then informed the House, That in conformity with the Revised Statutes of *Ontario*, chapter 12, section 16, the Clerk of the House, as Clerk of the Crown in Chancery *ex officio*, had made out new Writs for the election of Members to serve in the present Legislature, for the County of *Dufferin*, the County of *Stormont* and the West Riding of the County of *Hastings*.

Mr. Speaker further informed the House, That in conformity with the Revised Statutes of *Ontario*, chapter 12, sections 19 and 20, the Clerk of the House had expunged the names of *Ira Morgan*, Esquire, and *Franklin Metcalfe Carpenter*, Esquire, from the Roll of the Members of this House, and had substituted therefor the names of *Adam Jacob Baker*, Esquire, and *Nicholas Awrey*, Esquire, as the Members duly elected to represent respectively the County of *Russell*, and the South Riding of the County of *Wentworth*.

Mr. Speaker reported, That, to prevent mistakes, he had obtained a copy of the Lieutenant-Governor's Speech, which he read.

On motion of the Attorney-General, seconded by Mr. *Crooks*, a Bill was introduced to provide for the Administration of Oaths of Office to persons appointed as Justices of the Peace, and the same was read the first time.

On motion of the Attorney-General, seconded by Mr. *Crooks*,
Ordered, That the Speech of the Lieutenant-Governor to this House be taken into consideration To-morrow.

Ordered, That the Votes and Proceedings of this House be printed, having been first perused by Mr. Speaker, and that he do appoint the printing thereof, and that no person but such as he shall appoint do presume to print the same.

Resolved, That Select Standing Committees of this House, for the present Session, be appointed for the following purposes :—1. On Privileges and Elections ; 2. On Railways ; 3. On Miscellaneous Private Bills ; 4. On Standing Orders ; 5. On Public Accounts ; 6. On Printing ; which said Committees shall severally be empowered to examine and inquire into all such matters and things as shall be referred to them by the House, and to report from time to time their observations and opinions thereon, with power to send for persons, papers and records.

Resolved, That if anything shall come in question touching the return or election of any Member, he is to withdraw during the time the matter is in debate ; and all Members returned upon double returns are to withdraw until their returns are determined.

Resolved, That if it shall appear that any person has been elected and returned a Member of this House, or endeavoured so to be, by bribery, or any other corrupt practices, this House will proceed with the utmost severity against all such persons as shall have been wilfully concerned in such bribery, or other corrupt practices.

Resolved, That the offer of any money, or other advantage, to any Member of this House, for the promoting of any matter whatsoever depending, or to be transacted in Parliament, is a high crime and misdemeanor, and tends to the subversion of the constitution.

Mr. Speaker communicated to the House, a Report from the Librarian of the Legislative Assembly on the state of the Library. (*Sessional Papers*, No. 12.)

The House then adjourned at 4 p.m.

Friday, 9th January, 1880.

PRAYERS.

3 O'CLOCK P.M.

Thomas Murray, Esquire, Member for the Electoral District of the County of *Renfrew*, and *James H. Hunter*, Esquire, Member for the Electoral District of the South Riding of the County of *Grey*, having respectively taken the Oaths and subscribed the Roll, took their seats.

The following Petition was brought up, and laid upon the Table:—

By Mr. *Laidlaw*—The Petition of the Township Council of *Luther*.

The Order of the Day, for taking into consideration the Speech of the Lieutenant-Governor at the opening of the Session, having been read,

Mr. *McLaughlin* moved, seconded by Mr. *Waters*,

1. That an humble Address be presented to His Honour the Lieutenant-Governor, thanking His Honour for his gracious Speech, and reciprocating the expression of the pleasure felt by His Honour in meeting us on this the first occasion of the Legislative Assembly being convened since the General Election of the past year.

2. That, with His Honour, we recognize in the deep interest manifested in the opportunity then afforded for a full discussion of public affairs, and the quietness and order with which the Elections were everywhere conducted, striking proofs of the intelligence and public spirit of the people of this Province.

3. That we rejoice that His Honour is able to congratulate us on the beneficial effects upon the country arising from last year's abundant harvest, and on the fact that an increased demand for certain classes of lumber has indicated some tendency to revival in that long depressed industry.

4. That we are glad to learn that His Honour had the pleasure, last summer, of paying an official visit to the *Thunder Bay* district, and to the Territory declared by the late award to be part of the Province of *Ontario*, lying between Lake Superior and the Lake of the Woods, and that His Honour has reason to believe that his visit was not without public advantage; that we shall give our best attention to the Reports relating to the resources of this and other sections of the north-western and northern portions of the Province, received from the Stipendiary Magistrates appointed under the provisions of an Act of last Session, which will be laid before us; as well as to any additional measures for the preservation of peace and order that may be necessary owing to the existence of gold deposits in the islands of the Lake of the Woods, which have lately attracted much attention, occasioning, as is anticipated, a considerable influx of population to that locality during the ensuing spring and summer.

5. That we are glad to hear that some correspondence has taken place between His Honour's Government and the Government of *Canada* respecting the award of the Boundary Arbitrators, and we trust that, at the approaching Session of the Dominion Parliament, the award will receive from that body legislative recognition.

6. That we are pleased to hear that the attention of the Government has recently been directed to the duty of bringing the management of the Reformatory for Boys at *Pentanguishene* more thoroughly into harmony with the original design and intention of such an institution, and that the system it is proposed to pursue is modelled on the improved methods adopted at the most successful establishments of this kind elsewhere, and with the view of substituting for penal discipline a treatment and influences of a strictly reformatory character; that we shall give our best consideration to the Bill to be submitted to us for this object, and shall cheerfully assent to an appropriation to cover the necessary outlay in connection with the changes contemplated.

7. That we are glad to be informed by His Honour that the *Ontario* Agricultural College has been so far a success as to justify, in His Honour's opinion, legislation providing for its permanent management; and a measure framed with that object will receive our best attention.

8. That the intimate connection between the prosperity and advancement of the Agricultural interests of *Ontario*, and the welfare of all other classes of the community is universally recognized; and we shall cheerfully consider the recommendation to provide for the appointment of a Commission to inquire into various matters affecting this great industry, and especially to ascertain by what means increased efficiency may be given to the efforts of the Government and Legislature in its behalf.

9. That we thank His Honour for informing us that experience in the working of the Free Grant Acts has shewn that the absolute relinquishment of the rights of the

Crown to the pine timber upon the issue of the patent, has encouraged a wasteful treatment of our pine forests, and has been attended with loss to the revenue without corresponding benefit to the locatee; that we shall carefully consider a measure designed to protect the public interests in these respects.

10. That, in view of the fact that the depressed condition of the agriculturists of *Great Britain* leads to the expectation that a considerable immigration of farmers and farm-labourers to *Canada* may be anticipated during the present year, we are glad to know that care will be taken by the Government to place the claims and advantages of the Province of *Ontario* favourably and prominently before that portion of the population of the United Kingdom.

11. That, in view of the satisfactory results which have attended past efforts towards the fusion of Law and Equity procedure in this Province, we shall be pleased to consider a measure which, by consolidating the Superior Courts of Law and Equity, and providing for the adoption of a uniform and improved system of practice and pleadings, will complete the work of assimilation.

12. That we thank His Honour for informing us that, as some extension (with due safeguards) of the jurisdiction of the Division Courts appears to be called for by public opinion, a Bill with that object will be laid before us.

13. That we share His Honour's opinion that, from proceedings in the Dominion Parliament at its last Session, the early abolition of the Dominion Insolvency Law appears to be imminent; and that, in view of that event, it may be desirable that a measure for the equal distribution of the property of execution debtors, should be placed on the Statute Book of *Ontario* without delay.

14. That we agree with His Honour in the opinion that the frequent serious accidents, attended in many instances with loss of life, to brakemen employed on Railways, suggest the importance of some legislation making it the duty of Railway Companies to provide means by which the dangers of this necessarily perilous avocation may be diminished; and we shall give our earnest attention to this subject.

15. That certain of the statutory exemptions from the burdens of municipal expenditure have been felt to be a grievance in some of our municipalities, and that we are glad to know that a Bill on this subject will be proposed for our acceptance, and that, at the same time, we shall be asked to consider some other changes in the incidences of local taxation.

16. That we thank His Honour for reminding us that the requirements of the Legislature and Public Departments have long since outgrown the accommodation afforded by buildings erected at a time when the population of *Ontario* comprised but little over 200,000 souls, and when the business transacted was proportionately limited; that we are aware that as long since as the year 1873, and again in 1877, the Government Architect in his reports to the Commissioner of Public Works, called attention to the necessity, on the grounds of health, safety and economy, for the early erection of a new Legislative Chamber and Public Offices; that for some years it has been necessary to secure a hired house for the business of two of the Departments, while that of a third is transacted at a distance of nearly a mile from the main building; that meantime large sums have been unavoidably expended in repairs incidental to deterioration effected by time; that the Public Records, constantly accumulating, have been in great peril from insufficient security against fire; and that increasing inconvenience has been experienced year by year owing to the want of the space demanded for proper departmental arrangements; that we are glad to be informed by His Honour that the report of the Architect, with plans and estimates for the construction of new buildings on a more eligible and more healthy site, will be laid before us, and that the value of the present site for other purposes will materially reduce the cost of a new structure, while the price of material and labour is favourable at this time for such undertakings; that we shall give our very serious consideration to the question, whether the erection of an edifice commensurate with the needs of the public service and creditable to the Province should be longer delayed.

17. That we thank His Honour for informing us that the annual reports of the several Departments will be submitted for our information; and we are pleased to learn that from the Report of the Minister of Education it appears, that the improvements introduced within the last two years into the system of training teachers through the agency of the

Normal and County Model Schools have been attended with the best results to the great cause of Public School Education.

18. That we thank His Honour for informing us that the Public Accounts of receipts and expenditure will be laid before us.

19. That we thank His Honour for informing us that the Estimates for the current year will, on an early day, be presented for our approval, and that they will be found to be framed with all due regard for that economy which is consistent with the demands of the public service.

20. That, with His Honour, we trust that in this, the last Session of the Legislative Assembly during which His Honour is likely to occupy the position of Lieutenant-Governor of *Ontario*, the work accomplished may be of so permanent and useful a character as to leave in the minds of all who are engaged in, or identified with it, a feeling of true and lasting satisfaction.

The several paragraphs of the proposed Address, having been read the second time, were agreed to, and it was,

Resolved, That the above Resolution be referred to a Select Committee, composed as follows: the Attorney-General, and Messieurs *Pardee*, *McLaughlin* and *Waters*, with instructions to prepare and report an Address to the Lieutenant-Governor in conformity therewith.

The Attorney-General, from the Select Committee, reported an Address which was read as follows:—

To His Honour *Donald Alexander Macdonald*, Lieutenant-Governor of the Province of *Ontario*:

MAY IT PLEASE YOUR HONOUR:

We, Her Majesty's dutiful and loyal subjects, the Legislative Assembly of the Province of *Ontario*, in Parliament assembled, humbly thank Your Honour for your gracious Speech at the opening of the Session, and reciprocate the expression of the pleasure felt by Your Honour in meeting us on this the first occasion of the Legislative Assembly being convened since the General Election of the past year.

With Your Honour we recognize in the deep interest manifested in the opportunity then afforded for a full discussion of public affairs, and the quietness and order with which the Elections were everywhere conducted, striking proofs of the intelligence and public spirit of the people of this Province.

We rejoice that Your Honour is able to congratulate us on the beneficial effects upon the country arising from last year's abundant harvest, and on the fact that an increased demand for certain classes of lumber has indicated some tendency to revival in that long depressed industry.

We are glad to learn that Your Honour had the pleasure, last summer, of paying an official visit to the *Thunder Bay* district, and to the Territory declared by the late award to be part of the Province of *Ontario*, lying between Lake Superior and the Lake of the Woods, and that Your Honour has reason to believe that your visit was not without public advantage; that we shall give our best attention to the Reports relating to the resources of this and other sections of the north-western and northern portions of the Province, received from the Stipendiary Magistrates appointed under the provisions of an Act of last Session, which will be laid before us; as well as to any additional measures for the preservation of peace and order that may be necessary owing to the existence of gold deposits in the islands of the Lake of the Woods, which have lately attracted much attention, occasioning, as is anticipated, a considerable influx of population to that locality during the ensuing spring and summer.

We are glad to hear that some correspondence has taken place between your Honour's Government and the Government of *Canada* respecting the award of the Boundary Arbitrators, and we trust that, at the approaching Session of the Dominion Parliament, the award will receive from that body legislative recognition.

We are pleased to hear that the attention of the Government has recently been

directed to the duty of bringing the management of the Reformatory for Boys at *Pennetanguishene* more thoroughly into harmony with the original design and intention of such an institution, and that the system it is proposed to pursue is modelled on the improved methods adopted at the most successful establishments of this kind elsewhere, and with the view of substituting for penal discipline a treatment and influences of a strictly reformatory character; we shall give our best consideration to the Bill to be submitted to us for this object, and shall cheerfully assent to an appropriation to cover the necessary outlay in connection with the changes contemplated.

We are glad to be informed by Your Honour that the *Ontario* Agricultural College has been so far a success as to justify, in Your Honour's opinion, legislation providing for its permanent management; and a measure framed with that object will receive our best attention.

The intimate connection between the prosperity and advancement of the Agricultural interests of *Ontario*, and the welfare of all other classes of the community is universally recognized; and we shall cheerfully consider the recommendation to provide for the appointment of a Commission to inquire into various matters affecting this great industry, and especially to ascertain by what means increased efficiency may be given to the efforts of the Government and Legislature in its behalf.

We thank Your Honour for informing us that experience in the working of the Free Grant Acts has shewn that the absolute relinquishment of the rights of the Crown to the pine timber upon the issue of the patent, has encouraged a wasteful treatment of our pine forests, and has been attended with loss to the revenue without corresponding benefit to the locattee; and we shall carefully consider a measure designed to protect the public interests in these respects.

In view of the fact that the depressed condition of the agriculturists of *Great Britain* leads to the expectation that a considerable immigration of farmers and farm-labourers to *Canada* may be anticipated during the present year, we are glad to know that care will be taken by the Government to place the claims and advantages of the Province of *Ontario* favourably and prominently before that portion of the population of the United Kingdom.

In view of the satisfactory results which have attended past efforts towards the fusion of Law and Equity procedure in this Province, we shall be pleased to consider a measure, which, by consolidating the Superior Courts of Law and Equity, and providing for the adoption of a uniform and improved system of practice and pleadings, will complete the work of assimilation.

We thank Your Honour for informing us that, as some extension (with due safeguards) of the jurisdiction of the Division Courts appears to be called for by public opinion, a Bill with that object will be laid before us.

We share Your Honour's opinion that, from Proceedings in the Dominion Parliament at its last Session, the early abolition of the Dominion Insolvency Law appears to be imminent; and in view of that event, it may be desirable that a measure for the equal distribution of the property of execution debtors, should be placed on the Statute Book of *Ontario* without delay.

We agree with Your Honour in the opinion that the frequent serious accidents attended in many instances with loss of life to brakemen employed on Railways, suggest the importance of some legislation making it the duty of Railway Companies to provide means by which the dangers of this necessarily perilous avocation may be diminished; and we shall give our earnest attention to this subject.

Certain of the statutory exemptions from the burdens of municipal expenditure have been felt to be a grievance in some of our municipalities, and we are glad to know that a Bill on this subject will be proposed for our acceptance, and that at the same time we shall be asked to consider some other changes in the incidents of local taxation.

We thank Your Honour for reminding us, that the requirements of the Legislature and Public Departments have long since outgrown the accommodation afforded by buildings erected at a time when the population of *Ontario* comprised but little over 200,000 souls, and when the business transacted was proportionately limited; we are aware that as long since as the year 1873, and again in 1877, the Government Architect in his

reports to the Commissioner of Public Works, called attention to the necessity, on the grounds of health, safety and economy, for the early erection of a new Legislative Chamber and Public Offices ; that for some years it has been necessary to secure a hired house for the business of two of the Departments, while that of a third is transacted at a distance of nearly a mile from the main building ; that meantime large sums have been unavoidably expended in repairs incidental to deterioration effected by time ; that the Public Records, constantly accumulating, have been in great peril from insufficient security against fire ; and that increasing inconvenience has been experienced year by year owing to the want of the space demanded for proper departmental arrangements ; and we are glad to be informed by Your Honour that the report of the Architect, with plans and estimates for the construction of new buildings on a more eligible and more healthy site, will be laid before us, and that the value of the present site for other purposes will materially reduce the cost of a new structure, while the price of material and labour is favourable at this time for such undertakings ; and we shall give our very serious consideration to the question, whether the erection of an edifice commensurate with the needs of the public service and creditable to the Province should be longer delayed.

We thank Your Honour for informing us that the annual reports of the several Departments will be submitted for our information ; and we are pleased to learn that, from the Report of the Minister of Education, it appears that the improvements introduced within the last two years into the system of training teachers through the agency of the Normal and County Model Schools have been attended with the best results to the great cause of Public School Education.

We thank Your Honour for informing us that the Public Accounts of receipts and expenditure will be laid before us.

We thank Your Honour for informing us that the Estimates for the current year will, on an early day, be presented for our approval, and that they will be found to be framed with all due regard for that economy which is consistent with the demands of the public service.

With Your Honour, we trust that in this, the last Session of the Legislative Assembly during which Your Honour is likely to occupy the position of Lieutenant-Governor of *Ontario*, the work accomplished may be of so permanent and useful a character as to leave in the minds of all who are engaged in, or identified with it, a feeling of true and lasting satisfaction.

The Address, having been read the second time, was agreed to.

Ordered, That the Address be engrossed, and presented to His Honour by such Members of this House as are of the Executive Council.

On motion of Mr. *Wood*, seconded by Mr. *Pardee*,

Resolved, That this House will, on Monday next, resolve itself into the Committee of Supply.

Resolved, That this House will, on Monday next, resolve itself into the Committee of Ways and Means.

Mr. *Hardy* presented to the House by command of the Lieutenant-Governor :—

Annual Report of the Minister of Education on the Public, Separate and High Schools ; also, on the Normal and Model Schools of the Province of *Ontario*, for the year 1878. (*Sessional Papers No. 5.*)

The House then adjourned at 5.15 p.m.

Monday, 12th January, 1880.

3 O'CLOCK P.M.

PRAYERS.

The following Petitions were severally brought up, and laid upon the Table :—

By Mr. *Sinclair*—Four Petitions of the County Council of *Bruce*.

By Mr. *Gibson* (*Hamilton*)—The Petition of the Sisters of *Saint Joseph* of the Diocese of *Hamilton*.

By Mr. *Cook*—The Petition of the County Council of *Simcoe* ; also, the Petition of the Town Council of *Orillia* ; also the Petition of the Trustees of the *Orillia* High School.

By Mr. *Ross*—The Petition of the Town Council of *Wingham*.

By Mr. *Lyon*—The Petition of *J. D. Edgar* and others, of *Toronto*.

By Mr. *McMaster*—The Petition of *John McArthur* and others, of *Williamstown*.

By Mr. *Waters*—The Petition of the Trustees of the Presbyterian Congregation of *Lobo* ; also two Petitions of the County Council of *Middlesex*.

On motion of the Attorney-General, seconded by Mr. *Crooks*,

Ordered, That a Special Committee of twelve Members be appointed to prepare and report with all convenient speed lists of Members to compose the Select Standing Committees, ordered by this House, to be composed as follows :—The Attorney-General, Messieurs *Baxter*, *Boulter*, *Ferris*, *Gibson* (*Huron*), *Hardy*, *Lauder*, *Meredith*, *Morris*, *Ross*, *Scott* and *Wood*.

The Attorney-General delivered to Mr. Speaker a Message from the Lieutenant-Governor, signed by himself ; and the said Message was read by Mr. Speaker, and is as follows :—

D. A. MACDONALD.

The Lieutenant-Governor transmits Estimates of certain sums required for the service of the Province until the Estimates for the year 1879 are finally passed, and recommends them to the Legislative Assembly.

GOVERNMENT HOUSE,

January 12th, 1880.

Ordered, That the Message from the Lieutenant-Governor, together with the Estimates accompanying the same, be referred to the Committee of Supply.

Mr. *Hardy* presented to the House by command of the Lieutenant-Governor :—

Report of the Commissioner of Public Works for the Province of *Ontario*, for the year ending 31st December, 1879. (*Sessional Papers No. 7.*)

The House then adjourned at 3.15 p.m.

Tuesday, 13th January, 1880.

3 O'CLOCK P.M.

PRAYERS.

Thomas Paxton, Esquire, Member for the Electoral District of the North Riding of the County of *Ontario*, having previously taken the Oaths, and subscribed the Roll, took his seat.

The following Petitions were severally brought up, and laid upon the Table :—

By Mr. *Robinson (Kent)*—The Petition of the County Council of *Kent* ; also, the Petition of the Trustees of *St. Andrew's Church, Chatham.*

By Mr. *Sinclair*—The Petition of *George Stanley* and others, of *Chesley.*

By Mr. *Nairn*—The Petition of *M. A. Gilbert* and others, of *St. Thomas.*

By Mr. *Morgan*—The Petition of *William Collier* and others, of *Norfolk.*

By Mr. *Harcourt*—The Petition of *A. G. Hill* and others, of *Clifton* ; also, the Petition of the County Council of *Welland.*

By Mr. *Striker*—The Petition of the County Council of *Prince Edward.*

By Mr. *Creighton*—The Petition of *James Russell* and others, of *Derby.*

The following Petition was read and received :—

Of the Township Council of *Luther*, praying that an Act may pass to divide the Township into two distinct Municipalities.

The following Bills were severally introduced, and read the first time :—

Bill (No. 61), intituled “An Act to amend the Municipal Act.”—Mr. *Calvin.*

Ordered, That the Bill be read the second time on FRIDAY next.

Bill (No. 62), intituled “An Act to amend the Division Courts Act.”—Mr. *Gibson (Hamilton).*

Ordered, That the Bill be read the second time on FRIDAY next.

On motion of the Attorney-General, seconded by Mr. *Crooks*,

Resolved, That a Select Committee of nine Members be appointed to act with Mr. Speaker in the control and management of the Library, to be composed as follows :—The Attorney-General, Messieurs *Boulter, Crooks, Deroche, Gibson (Huron), Harcourt, Meredith, Morris* and *Wells.*

The House, according to Order, resolved itself into the Committee of Supply.

(*In the Committee.*)

Resolved, That a sum not exceeding three hundred and seventy-eight thousand and fifty dollars (\$378,050), be granted to Her Majesty to defray the expenses of the Civil Government, and for other purposes (as mentioned in the statement accompanying the Message of the Lieutenant-Governor to this House), from the first day of January, 1880, to the passing of the Appropriation Act for the year 1880, and not exceeding the last day of March, 1880. Such expenditures to be confined to the ordinary necessary payments for the different services to which they respectively relate, and a detailed statement of such expenditures to be laid before the House before the second reading of the Appropriation Act of 1880, and the details of the said several services to be included in the detailed Estimates to be brought down to this House, as though this Resolution had not passed ; it being declared that the expenditure under the head of “Public Works and Buildings” shall, in all cases, be confined to lapsed appropriations for 1879.

Mr. Speaker resumed the Chair ; and Mr. *Sinclair* reported, That the Committee had come to a Resolution ; also, That the Committee had directed him to ask for leave to sit again.

Ordered, That the Report be received forthwith.

Resolved, That the Committee have leave to sit again To-morrow.

Mr. *Sinclair*, from the Committee of Supply, reported a Resolution, which was read as follows :—

Resolved, That a sum not exceeding three hundred and seventy-eight thousand and fifty dollars (\$378,050), be granted to Her Majesty to defray the expenses of the Civil

Government and for other purposes (as mentioned in the Statement accompanying the Message of the Lieutenant-Governor to this House), from the first day of January, 1880, to the passing of the Appropriation Act for the year 1880, and not exceeding the last day of March, 1880. Such expenditures to be confined to the ordinary necessary payments for the different services to which they respectively relate, and a detailed statement of such expenditures to be laid before the House, before the second reading of the Appropriation Act of 1879, and the details of the said several services to be included in the detailed Estimates to be brought down to this House, as though this Resolution had not passed; it being declared that the expenditure under the head of "Public Works and Buildings" shall, in all cases, be confined to lapsed appropriations for 1879.

The Resolution, having been read the second time, was agreed to.

The House, according to Order, resolved itself into the Committee of Ways and Means.

(In the Committee.)

Resolved, That there be granted out of the Consolidated Revenue Fund of this Province a sum not exceeding three hundred and seventy-eight thousand and fifty dollars (\$378,050); to meet the Supply to that extent granted to Her Majesty.

Mr. Speaker resumed the Chair; and Mr. *Sinclair* reported That the Committee had come to a Resolution; also, That the Committee had directed him to ask for leave to sit again.

Ordered, That the Report be received forthwith.

Resolved, That the Committee have leave to sit again To-morrow.

Mr. *Sinclair*, from the Committee of Ways and Means, reported a Resolution, which was read as follows:—

Resolved, That there be granted out of the Consolidated Revenue Fund of this Province a sum not exceeding three hundred and seventy-eight thousand and fifty dollars (\$378,350), to meet the Supply to that extent granted to Her Majesty.

The Resolution, having been read the second time, was agreed to.

On motion of Mr. *Lauder*, seconded by Mr. *Morris*,

Ordered, That there be laid before this House, a Return, shewing:—1. Names of all persons appointed by the *Ontario* Government as Special Commissioners on Committees of Enquiry regarding matters pertaining to Provincial affairs, since the year 1867; 2. A statement of the subject matter of investigation or enquiry in each case; 3. A statement of all expenses connected with each Commission or Committee of Enquiry in detail.

On motion of Mr. *Ross*, seconded by Mr. *Young*,

Ordered, That there be laid before this House, a Return from the Records of the Elections to the Legislative Assembly, shewing the aggregate amount of votes polled for each candidate in each Electoral District in which there has been a contest, the total number polled in each Division, and the number of names on the Voters' Lists of the same respectively, and the population of each constituency, as shewn by the last census.

On motion of Mr. *Metcalfe*, seconded by Mr. *Boulter*,

Ordered, That there be laid before this House, a Return of:—1. The number of regular students, also of occasional students admitted at University College, *Toronto*, during the years 1875, 1876, 1877, 1878 and 1879, distinguishing the males from the females; 2. Of the number of such regular and occasional students who actually attended the College during those years, and the number who matriculated in the *Toronto* University; 3. The respective salaries of professors, tutors, and others in receipt of moneys from the College funds; 4. The total amount of the annual income of said College, and of the annual charges upon the same.

Mr. *Hardy* presented to the House, by command of the Lieutenant-Governor :—

Twelfth Annual Report of the Inspector of Asylums, Prisons and Public Charities of the Province of *Ontario* for the official year ending 30th September, 1879. (*Sessional Papers* No. 8.)

Also :—Annual Report of the Inspector of Division Courts for the Province of *Ontario* for the year 1878. (*Sessional Papers* No. 20.)

The Clerk laid on the Table :—

Return to an Order of the Legislative Assembly of this day, for a Return from the Records of the Elections to the Legislative Assembly, shewing the aggregate number of Votes polled for each Candidate in each Electoral District in which there has been a contest, the total number polled in each Division, and the number of names on the Voters' Lists of the same respectively, and the population of each Constituency, as shewn by the last census. (*Sessional Papers* No. 19.)

The House then adjourned at 3.50 P.M.

Wednesday, 14th January, 1880.

3 O'CLOCK P.M.

PRAYERS.

Samuel Stanley Peck, Esquire, Member for the Electoral District of the North Riding of the County of *Victoria*, having previously taken the Oaths, and subscribed the Roll, took his seat.

The following Petitions were severally brought up, and laid upon the Table :—

By Mr. *Sinclair*—The Petition of *James McKim* and others, of *Wiarton*.

By Mr. *Parkhill*—The Petition of the Township Council of *Essa*.

By Mr. *Morris*—Two Petitions of the City Council of *Toronto*.

By Mr. *White*—The Petition of the *Windsor and Essex Centre Railway Company*.

By Mr. *Watterworth*—The Petition of the *Port Stanley, Strathroy and Port Franks Railway Company*.

By Mr. *Lyon*—The Petition of *John McKellar* and others, of *Shuniah*.

The following Petitions were received and read :—

Of *John McArthur*, and others, of *Williamstown*, praying that an Act may pass to enable the Trustees of *St. Andrew's Church, Williamstown*, to sell certain lands.

Of the Sisters of *St. Joseph*, of the Diocese of *Hamilton*, praying that an Act may pass confirming their title to certain lands, and for power to apprentice orphans.

Of *J. D. Edgar* and others, of *Toronto*, praying that an Act may pass to incorporate the *Sault Ste. Marie Railway Company*.

Of the Town Council of *Wingham*, praying that an Act may pass enabling them to construct water-works, and to legalize a certain By-law.

Of the County Council of *Bruce*, praying for certain amendments to the Public School Act, respecting the payment of a fee by candidates for examination.

Of the County Council of *Bruce*, praying for certain amendments to the Public School Act, respecting the qualification of candidates for School Trustees.

Of the County Council of *Bruce*, praying for certain amendments to Section 16, of the Public, Separate and High Schools Act of 1879, respecting the collectors of rates.

Of the County Council of *Bruce*, praying for the repeal of Section 13 of the Public, Separate and High Schools Act of 1879, relating to fees of non-resident pupils.

Of the Town Council of *Orillia*, praying that an Act may pass to legalize certain By-laws.

Of the County Council of *Simcoe*, praying that a Commission be appointed to examine into, and report as to the practicability of lowering the waters of Lakes *Simcoe* and *Couchiching*.

Of the Trustees of the Presbyterian Congregation of *Lobo*, praying that an Act may pass enabling them to sell certain lands.

Of the County Council of *Middlesex*, praying for certain amendments to the License Act, respecting moneys collected by Inspector.

Of the County Council of *Middlesex*, praying for certain amendments to the License Act, respecting the payment to the Inspector.

The Attorney-General, from the Special Committee appointed to prepare and report with all convenient speed lists of Members to compose the Select Standing Committees ordered by the House, reported that they had prepared the Lists and the same were read as follows :—

COMMITTEE ON PRIVILEGES AND ELECTIONS.—The Attorney-General, Messieurs *Awrey, Ballantyne, Baker, Bell, Blezard, Bonfield, Broder, Cascaden, Crooks, Ferris, Graham, Harkin, Hawley, Jelly, Lyon, Metcalfe, Monk, McMahon, Mack, Nairn, Near, Neelon, Paxton, Parkhill, Peck, Rosevear, Richardson, Robinson (Kent), Robertson, Scott, Tooley, Waters, and White*.—34.

The Quorum of said Committee to consist of nine Members.

COMMITTEE ON PRIVATE BILLS.—Messieurs *Awrey, Badgerow, Baskerville, Baxter, Bell, Broder, Cascaden, Calvin, Chisholm, Creighton, Field, Fraser, Freeman, French, Gibson (Huron), Graham, Hardy, Harcourt, Harkin, Hawley, Hay, Jelly, Laidlaw, Launder, Lees, McCraney, McMahon, Mack, Meredith, Merrick, Miller, Monk, Morgan, Morris, Murray, Nairn, Near, Neelon, Parkhill, Patterson, Robinson (Kent), Rosevear, Scott, Sinclair, Springer, Striker, Tooley, Waters, Watterworth, Wells, White, Widdifield, and Wigle*.—53.

The Quorum of said Committee to consist of nine Members.

COMMITTEE ON RAILWAYS.—Messieurs *Appleby, Baker, Ballantyne, Baskerville, Bell, Bishop, Blezard, Boulter, Caldwell, Calvin, Chisholm, Cook, Creighton, Crooks, Deroche, Dryden, French, Gibson (Hamilton), Hay, Hunter, Launder, Lees, Livingston, Long, Lyon, McCraney, McKim, McLaughlin, Macmaster, Meredith, Merrick, Metcalfe, Miller, Morgan, Morris, Pardee, Parkhill, Patterson, Paxton, Peck, Rosevear, Ross, Robertson, Robinson (Cardwell), Scott, Sinclair, Tooley, Watterworth, Wells, White, Widdifield, Wigle and Young*.—53.

The Quorum of said Committee to consist of nine Members.

COMMITTEE ON STANDING ORDERS.—Messieurs *Appleby, Badgerow, Baskerville, Bishop, Bonfield, Boulter, Broder, Caldwell, Cook, Deroche, Dryden, Field, Freeman, French, Gibson (Hamilton), Harkin, Hunter, Laidlaw, Livingston, Lyon, McKim, Macmaster, Merrick, Metcalfe, Monk, Murray, Parkhill, Patterson, Paxton, Richardson, Rosevear, Springer, Wigle and White*.—34.

The Quorum of said Committee to consist of nine Members.

COMMITTEE ON PRINTING.—Messieurs *Baker, Baxter, Boulter, Creighton, Deroche, Fraser, McLaughlin, Robinson (Cardwell), Sinclair, White and Young*.

The Quorum of said Committee to consist of five Members.

COMMITTEE ON PUBLIC ACCOUNTS.—Messieurs *Badgerow, Ballantyne, Creighton, Ferris, Gibson (Huron), Harcourt, Hardy, Launder, Long, Meredith, Merrick, Macmaster, Ross, Scott, Striker, Wood and Young*.—17.

The Quorum of said Committee to consist of seven Members.

On motion of the Attorney-General, seconded by Mr. *Pardee*,

Resolved, That the several Members named in the Report of the Special Committee appointed to report Lists of Members to compose the Standing Committees ordered by this House, do compose the said Standing Committees.

The Attorney-General delivered to Mr. Speaker a Message from the Lieutenant-Governor, signed by himself, and the Message was read by Mr. Speaker, and is as follows —

D. A. MACDONALD.

Mr. Speaker, and Gentlemen of the Legislative Assembly :

I thank you for your Address in answer to the Speech with which I opened the Session, and I rely on your promised attention to the consideration of the measures that will be submitted to you.

GOVERNMENT HOUSE,
TORONTO, January 14th, 1880.

The following Bills were severally introduced and read the first time :—

Bill (No. 60), intituled “An Act respecting the Agricultural College”—Mr. *Wood*.
Ordered, That the Bill be read the second time on Friday next.

Bill (No. 63), intituled “An Act for consolidating the Superior Courts of Law and Equity; establishing a uniform system of pleading and practice therein; and making further provisions for the due administration of justice.”—The Attorney-General.

Ordered, That the Bill be read the second time on Friday next.

Bill (No. 64), intituled “An Act for the relief of Co-operative Associations.”—The Attorney-General.

Ordered, That the Bill be read the second time on Friday next.

Bill (No. 65), intituled “An Act to make further provisions respecting Coroners Inquests.”—The Attorney-General.

Ordered, That the Bill be read the second time on Friday next.

Bill (No. 66), intituled “An Act to make further provisions respecting Supplementary Drainage By-laws.”—The Attorney-General.

Ordered, That the Bill be read the second time on Friday next.

Bill (No. 67), intituled “An Act to provide for the examination and licensing of persons employed as Engineers, elsewhere than on Steamboats.”—Mr. *Cook*.

Ordered, That the Bill be read the second time on Friday next.

Bill (No. 68), intituled “An Act further to amend the General Railway Acts.”—Mr. *Cook*.

Ordered, That the Bill be read the second time on Friday next.

On motion of Mr. *Cook*, seconded by Mr. *Widdifield*,

Ordered, That there be laid before this House, a Return from each County Treasurer of Ontario of the aggregate amount of moneys paid during the years 1868 and 1879 to members of County Councils, either by way of gratuity, salary, *per diem* allowance, mileage, or otherwise; also, the aggregate amount of moneys paid during the same years to County or other officials in respect or on account of attendance or services rendered at sittings of the Counties Council or of any Committee thereof; also, the aggregate amount of all other payments made or expenses incurred during the same years, either in respect or by reason of the sittings of said Counties Council or of any Committee thereof; and, also, the salaries paid to County officials during the same years.

On motion of Mr. *Dryden*, seconded by Mr. *Cook*,

Ordered, That there be laid before this House, a Return shewing :—(1) The number of Reeves and Deputies comprising the several County Councils of this Province, in the

years 1868 and 1879 respectively ; 2. The number of Sessions held, with the duration of each.

On motion of the Attorney-General, seconded by Mr. Crooks,

Resolved, That the following Sessional Orders be Standing Orders of this House —

114. The Votes and Proceedings of this House shall be printed, having been first perused by Mr. Speaker, and he shall appoint the printing thereof, and no person but such as he shall appoint shall presume to print the same.

115. If anything shall come in question touching the return or election of any Member, he is to withdraw during the time the matter is in debate; and all Members returned upon double returns are to withdraw until their returns are determined.

116. If it shall appear that any person has been elected and returned a Member of this House, or endeavoured so to be, by bribery, or any other corrupt practices, this House will proceed with the utmost severity against all such persons as shall have been wilfully concerned in such bribery, or other corrupt practices.

117. The offer of any money, or other advantage, to any Member of this House, for the promoting of any matter whatsoever depending, or to be transacted in this House, is a high crime and misdemeanor, and tends to the subversion of the constitution.

The House then adjourned at 5 p.m.

Thursday, 15th January, 1880.

3 O'CLOCK P.M.

PRAYERS.

The following Petitions were severally brought up, and laid upon the Table :—

By the Attorney-General—The Petition of the Town Council of *Woodstock*; also, the Petition of *James J. Cook*, and others, of *West Zorra*.

By Mr. *Hardy*—The Petition of the City Council of *Brantford*.

By Mr. *Meredith*—The Petition of the City of *London* Gas Company.

By Mr. *Morris*—The Petition of the *Toronto, Grey and Bruce* Railway Company.

By Mr. *Boulter*—The Petition of the *Grand Junction* Railway Company.

By Mr. *White*—The Petition of the County Council of *Essex*.

By Mr. *Hay*—The Petition of *D. A. Jones*, and others, of *Boston*; also the Joint Petition of the *Stratford and Huron* Railway Company, and the *Port Ewen and Lake Huron* Railway Company.

By Mr. *Ross*—The Petition of the Town Council of *Clinton*; also, Two Petitions of the County Council of *Huron*.

By Mr. *Peck*—The Petition of *John H. Delamere*, and others, of *Minden*; also, the Petition of the *Victoria* Railway Company; also, the Petition of the *Midland* Railway Company of *Canada*.

By Mr. *Wells*—The Petition of the *London Junction* Railway Company.

By Mr. *Creighton*—The Petition of the Town Council of *Owen Sound*.

By Mr. *Striker*—The Petition of the *Trent Valley* Railway Company.

By Mr. *Neelon*—The Petition of the City Council of *St. Catharines*.

The following Petitions were read and received :—

Of the County Council of *Welland*, praying for amendment to the law respecting the conveyance of prisoners to the Penitentiary.

Of *James Russell* and others, of *Derby*, praying for certain amendments to the School Act respecting the collection of school rates.

Of *George Stanley* and others, of *Chesley*, praying that an Act may pass to confirm a certain By-law incorporating the Village of *Chesley*.

Of *A. G. Hill* and others, of *Clifton*, praying that an Act may pass to incorporate the *Niagara Street Railway Company*.

Of *M. A. Gilbert* and others, of *St. Thomas*, praying that an Act may pass to incorporate the *Erie Fire Insurance Company*.

Of the County Council of *Kent*, praying for certain amendments to the *Ditches and Water courses Act*, respecting owners of unoccupied lands.

Of *William Collier* and others, of *Port Rowan*, praying that an Act may pass to incorporate the *Port Rowan and Lake Shore Railway Company*.

Of the County Council of *Prince Edward*, praying that an Act may pass to confirm a certain By-law in favour of the *Prince Edward County Railway Company*.

Of the Trustees of *St. Andrew's Church, Chatham*, praying that an Act may pass to enable them to borrow money for the purpose of new church buildings.

The following Bills were severally introduced, and read the first time ;—

Bill (No. 69), intituled "An Act to amend the *Liquor License Act*."—*Mr. Creighton*.
Ordered, That the Bill be read the second time on Monday next.

Bill (No. 71), intituled "An Act to amend the *Municipal Act*."—*Mr. Badgerow*.
Ordered, That the Bill be read the second time on Monday next.

Bill (No. 72), intituled "An Act to amend the *Municipal Act*."—*Mr. Ross*.
Ordered, That the Bill be read the second time on Monday next.

Bill (No. 73), intituled "An Act to amend the *Division Courts Act*."—*Mr. Badgerow*.
Ordered, That the Bill be read the second time on Monday next.

Bill (No. 74), intituled "An Act to amend the *Municipal Act*."—*Mr. Harcourt*.
Ordered, That the Bill be read the second time on Monday next.

On motion of *Mr. Fraser*, seconded by *Mr. Pardee*,

Resolved, That a Select Committee be appointed to enquire into the subject of the frequent accidents, in many instances with loss of life, to brakesmen and others employed on Railways, and the means by which dangers of this perilous avocation, may be diminished ; with power to send for persons and papers, and to report by Bill or otherwise ; the said Committee to consist of Messieurs *Bell, Boulter, Cook, Fraser, Gibson (Hamilton), Harcourt, Hay, Lees, McLaughlin, Morris, Nairn, Peck, Parkhill, Ross, Wells, White and Young*.

Mr. Wigle moved, seconded by *Mr. White*,

That an humble Address be presented to the Lieutenant-Governor praying that he will cause to be laid before this House a Return shewing all Orders in Council, and correspondence between the Government and other parties relating to the dismissal or resignation of *Mr. Johnston*, Principal of the School of Agriculture, and to the appointment of his successor,

And, a Debate having arisen, the Motion was, with the leave of the House, withdrawn.

On motion of *Mr. Harcourt*, seconded by *Mr. Murray*,

Ordered, That there be laid before this House, a Return shewing the number of Prisoners sent from each County in *Ontario* to the *Kingston Penitentiary, Reformatory and Asylums*, during the years 1878 and 1879, and also stating in detail the fees received by the Sheriffs of the Counties respectively for their services in connection therewith.

On motion of *Mr. Young*, seconded by *Mr. Deroche*,

Ordered, That there be laid before this House, a Return shewing the number of accidents which have taken place on Provincial Railways during the years 1878 and 1879 ; the number of persons killed or injured ; and distinguishing between passengers and railway employes ; and specially setting forth the cause of the accidents in each case.

The House then adjourned at 4.20.

Friday, 16th January, 1880.

PRAYERS.

3 O'CLOCK P.M.

Mr. Speaker informed the House, That the Clerk had laid on the Table the following Certificate :—

PROVINCE OF ONTARIO.

THIS IS TO CERTIFY that in Virtue of a Writ of Election dated the 16th day of December last past, issued by the Lieutenant-Governor, and addressed to *Thomas D. McConkey*, Esquire, Returning Officer for the Electoral District of *Dufferin*, for the election of a Member to represent the said Electoral District of *Dufferin*, in the Legislative Assembly of this Province, in the room of *John Barr*, Esquire, whose election has been declared to be void, by means whereof the seat of the said *John Barr* has become vacant, *William Jelly*, Esquire, has been returned as duly elected accordingly, as appears by the Return to the said Writ of Election, dated the 10th day of January instant which is now lodged of record in my Office.

CHARLES T. GILLMOR,
Clerk of the Crown in Chancery.

TORONTO,
January 16th, 1880.

William Jelly, Esquire, Member for the Electoral District of the County of *Dufferin*, having previously taken the Oaths, and subscribed the Roll, took his seat.

The following Petitions were severally brought up, and laid upon the Table :—

By Mr. *Springer*—The Petition of *John E. Harding* and others of *St. Mary's*.

By Mr. *Baskerville*—The Petition of the City Council of *Ottawa*.

By Mr. *Monk*—The Petition of the Rector and Church Wardens of *Christ Church, Ottawa*; also, The Petition of *W. H. Howland*, and others, of *Toronto*.

By Mr. *Richardson*—The Petition of the County Council of the United Counties of *Leeds and Grenville*.

By Mr. *Gibson (Hamilton)*—The Petition of the *Great Western Railway Company*.

By Mr. *Meredith*—The Petition of the Rector and Church Wardens of *St. Paul's Church, London*; also, The Petition of the *English Loan Company*.

By Mr. *Graham*—The Petition of the *Dominion Grange*; also, The Petition of *Jacob Fuller*, and others; also, The Petition of *H. L. Murphy*, and others, all of *Lambton*.

By Mr. *Nairn*—The Petition of the Board of Management of *Alma College, St. Thomas*.

By Mr. *Hunter*—The Petition of the Council of the Municipality of *Shuniah*; also, The Petition of *A. C. McKenzie* and others, of *Grey*.

By Mr. *Gibson (Huron)*—The Petition of *John Leys* and others, of *Toronto*; also, The Petition of the *Toronto and Nipissing Railway Company*.

The following Petitions were read and received :—

Of *James McKim* and others, of *Warton*, praying that an Act may pass to incorporate the Village of *Warton*.

Of the Township Council of *Essa*, praying for relief in the matter of the bonus granted to the *Hamilton and North-Western Railway Company*.

Of the City Council of *Toronto*, praying that an Act may pass to amend the Act respecting the Debenture Debt, and certain property of the City of *Toronto*.

Of the *Port Stanley, Strathroy and Port Franks Railway Company*, praying that an Act may pass to revive and amend their Act of incorporation.

Of the *Windsor and Essex Centre Railway Company*, praying that an Act may pass to amend their Act of incorporation, and to legalize certain By-laws.

Of the City Council of *Toronto*, praying that an Act may pass to revise, consolidate and amend the several Acts relating to the City, and for other special legislation.

Of *John McKellar* and others, of *Shuniah*, praying that an Act may pass to separate certain Townships from *Shuniah*, and to erect them into a new Municipality to be called *Neebing*.

Mr. *Deroche*, from the Committee on Standing Orders, presented their First Report, which was read as follows :—

The Committee have carefully examined the following Petitions, and find the notices as published in each case sufficient :—

Of the Town Council of *Orillia*, praying that an Act may pass to legalize certain By-laws.

Of the Trustees of the Presbyterian Congregation of *Melville* Church, in the Township of *Lobo*, praying that an Act may pass enabling them to sell certain lands.

Of *M. A. Gilbert* and others, of *St. Thomas*, praying that an Act may pass to incorporate the *Erie* Fire Insurance Company.

Of *William Collier* and others, of *Port Rowan*, praying that an Act may pass to incorporate the *Port Rowan* and *Lake Shore* Railway Company.

Of the Township Council of *Luther*, praying that an Act may pass to divide the Township into two distinct Municipalities.

The Committee recommend that Rule No. 51, of Your Honourable House be suspended in this, that the time for presenting Petitions for Private Bills be extended until and inclusive of Tuesday, the twentieth instant.

Mr. *Fraser*, from the Committee on Private Bills, presented their First Report which was read as follows :—

The Committee recommend that Rule No. 51 of Your Honourable House be suspended in this, that the time for presenting Petitions for Private Bills be extended until and inclusive of Tuesday, the twentieth instant.

Ordered, That the time for presenting Petitions for Private Bills be extended until and inclusive of Tuesday, the twentieth instant.

The following Bills were severally introduced, and read the first time :—

Bill (No. 76), intituled "An Act to amend the Law respecting Ditching Water courses."—Mr. *Robinson (Kent)*.

Ordered, That the Bill be read the second time on Tuesday next.

Bill (No. 77), intituled "An Act to remove doubts arising out of R. S. O., cap. 119, respecting Mortgages and sales of Personal Property."—Mr. *Meredith*.

Ordered, That the Bill be read the second time on Tuesday next.

Bill (No. 78), intituled "An Act to amend the Public Schools Act."—Mr. *Waters*.

Ordered, That the Bill be read the second time on Tuesday next.

Bill (No. 79), intituled "An Act to make provision for the support of Destitute Insane Persons."—Mr. *Waters*.

Ordered, That the Bill be read the second time on Tuesday next.

Bill (No. 80), intituled "An Act to amend the Liquor License Act."—Mr. *Waters*.

Ordered, That the Bill be read the second time on Tuesday next.

Bill (No. 81), intituled "An Act to amend the Act respecting Public, Separate and High Schools."—Mr. *Ross*.

Ordered, That the Bill be read the second time on Tuesday next.

Bill (No. 9), intituled "An Act to incorporate the *Erie* Fire Insurance Company."—Mr. *Nairn*.

Referred to the Committee on Private Bills.

Bill (No. 11), intituled "An Act to authorize the Trustees of the Presbyterian congregation, of *Lobo*, known as *Melville Church*, to sell certain lands."—Mr. *Waters*.

Referred to the Commissioners of Estate Bills.

Bill (No. 12), intituled "An Act to incorporate the *Port Rowan and Lake Shore Railway Company*."—Mr. *Morgan*.

Referred to the Committee on Railways.

On motion of Mr. *Graham*, seconded by Mr. *Harcourt*,

Ordered, That there be laid before this House, a Return shewing the number of applications since last Session for loans which have been made under the Tile Drainage Act of 1878; also the amended Act of 1879; the municipalities by which such applications have been made; the sums actually paid out of the Fund and the municipalities to which such payments have been made.

On motion of Mr. *Gibson (Hamilton)*, seconded by Mr. *McCraney*,

Ordered, That there be laid before this House, a Return for the years 1877, 1878 and 1879, shewing for each License District in the Province, the number of convictions under the Act respecting the sale of Fermented or Spirituous Liquors, for:—(1) Selling without license, and (2) selling on Sunday, or after seven o'clock on Saturday night, or during any other days or hours contrary to any Statute in force in the Province or any By-Law in force in any of such Districts; shewing also how many of the latter class have, subsequent to conviction, been re-licensed.

Mr. *Hardy* presented to the House, by command of the Lieutenant-Governor:—

Statement of Queen's Printer as to disposal of *Ontario Statutes* for 1879. (*Sessional Papers, No. 15.*)

The House then adjourned at 4.20 p.m.

Monday, 19th January, 1880.

3 O'CLOCK, P.M.

PRAYERS.

The following Petitions were severally brought up, and laid upon the Table:—

By Mr. *Striker*—The Petition of the Township Council of *Murray*; also, The Petition of the Village Council of *Trenton*; also, The Petition of the Township Council of *Ameliasburgh*.

By Mr. *Laidlaw*—The Petition of the County Council of *Wellington*.

By Mr. *Chisholm*—The Petition of the *Credit Valley Railway Company*.

By Mr. *Scott*—The Petition of the *Toronto and Ottawa Railway Company*.

By Mr. *Mack*—The Petition of the County Council of the United Counties of *Stormont, Dundas and Glengarry*.

By Mr. *Gibson (Hamilton)*—The Petition of the *North Simcoe Railway Company*; also, Three Petitions of the *Great Western Railway Company*.

By Mr. *Deroche*—The Petition of *W. H. McGarvey* and others of *Petrolia*.

By Mr. *Ferris*—The Petition of certain of the Sheriffs of the Province of *Ontario*.

By Mr. *Waters*—The Petition of the *Dominion Grange*.

By Mr. *Widdifield*—The Petition of the County Council of *York*.

By Mr. *Balgerow*—The Petition of the County Council of *York*.

By Mr. *Patterson*—The Petition of the County Council of *York*.

The following Bills were severally introduced, and read the first time :—

Bill (No. 5), intituled "An Act to provide for the division of the Township of *Luther*."
—Mr. *McKim*.

Referred to the Committee on Private Bills.

Bill (No. 29), intituled "An Act to legalize certain By-laws of the Town of *Orillia*."
—Mr. *Cook*.

Referred to the Committee on Private Bills.

Bill (No. 84), intituled "An Act to amend the Law for the protection of Game and Fur-bearing Animals."—Mr. *Wigle*.

Ordered, That the Bill be read the second time on Wednesday next.

On motion of Mr. *Metcalf*, seconded by Mr. *Morgan*,

Ordered, That there be laid before this House, a Return shewing the cost of Grand Juries for the years 1876 and 1877 respectively in each of the Counties in *Ontario*.

On motion of Mr. *Young*, seconded by Mr. *Deroche*,

Resolved, That an humble Address be presented to the Lieutenant-Governor praying that he will cause to be laid before this House, any papers or correspondence which may have passed between the Government of the Province and that of the Dominion in regard to the confirmation of the Award of the Arbitrators in reference to the North-west Boundaries of the Province.

On motion of Mr. *Harcourt*, seconded by Mr. *Graham*,

Ordered, That there be laid before this House, a Return shewing the aggregate fees received by each Judge of the County Court in this Province in connection with his duties as Judge of the Surrogate Court for the years 1878 and 1879.

The following Bills were severally read the second time :—

Bill (No. 64), for the relief of Co-operative Associations.

Referred to a Committee of the Whole House To-morrow.

Bill (No. 65), to make further provision respecting Coroners' Inquests.

Referred to a Committee of the Whole House To-morrow.

The House then adjourned at 4.10 p.m.

Tuesday, 20th January, 1880.

3 O'CLOCK P.M.

PRAYERS.

The following Petitions were severally brought up, and laid upon the Table :—

By Mr. *Pardee*—The Petition of *James King* and others, of *Petrolia*.

By Mr. *Bonfield*—The Petition of *John Smith* and others, of *Renfrew*; also, The Petition of *James Worthington* and others, of *Montreal*.

By Mr. *Caldwell*—The Petition of *Robert Finlayson* and others, of *Drummond*.

By Mr. *Striker*—The Petition of the *Prince Edward County Railway Company*; also, The Petition of the *Erie and Huron Railway Company*.

By Mr. *Laidlaw*—The Petition of the City Council of *Guelph*.

By Mr. *Bell*—The Petition of the City Council of *Toronto*.

By Mr. *Awrey*—The Petition of *B. B. Osler* and others.

By Mr. *Lyon*—The Petition of *E. Ingalls* and others, of *McKellar*.

By Mr. *Widdifield*—The Petition of *E. Jackson* and others, of *York*.

By Mr. *Chisholm*—The Petition of the Provisional Council of the County of *Dufferin*.

By Mr. *Hunter*—The Petition of the *Georgian Bay* and *Wellington* Railway Company.

By Mr. *Neelon*—The Petition of the Church Wardens of *St. Thomas' Church, St. Catharines*.

By Mr. *Baxter*—The Petition of the County Council of *Haldimand*.

By Mr. *Rosevear*—The Petition of *Frederick Thompson* and others, of *Lindsay*.

By Mr. *Scott*—The Petition of *St. Andrew's Church, Peterborough*.

The following Petitions were read and received :—

Of the *Toronto, Grey and Bruce* Railway Company, praying that an Act may pass to amend their several Acts of incorporation, and for other purposes.

Of *D. A. Jones* and others, of *Beeton*, praying that an Act may pass to incorporate the *Grand Ontario Central* Railway Company.

Of the City Council of *St. Catharines*, praying that an Act may pass to legalize a certain By-law respecting the Assessment of the City.

Of the City Council of *Brantford*, praying that an Act may pass to legalize a certain By-law, granting a bonus in aid of a cotton factory.

Of the *Victoria* Railway Company, praying that an Act may pass to extend the time for the building of their road.

Of *John H. Delamere* and others, of *Minden*, praying that an Act may pass to incorporate the *Victoria Northern Extension* Railway Company.

Of the County Council of *Huron*, praying that an Act to dismember the County of *Huron* may not pass.

Of the City Gas Company of *London*, praying that an Act may pass to enlarge their powers.

Of the County Council of *Huron*, praying for certain amendments to the School Act, respecting the attendance of non-resident children.

Of the *London Junction* Railway Company, praying that an Act may pass to revive and amend their Act of incorporation.

Of the Town Council of *Woodstock*, praying that an Act may pass to extend the boundaries of the Town.

Of the *Stratford* and *Huron* and of the *Port Dover* and *Lake Huron* Railway Companies, praying that an Act may pass to amend their Acts of incorporation.

Of the Town Council of *Clinton*, praying that the number of Councilmen in Towns be reduced.

Of the *Grand Junction* Railway Company, praying that an Act may pass to amend their Act of incorporation.

Of *James J. Cook* and others, of *West Zorra*, praying that the Act to legalize a By-law given in aid of the *St. Mary's* and *Credit Valley* Railway Company may not pass.

Of the Town Council of *Owen Sound*, praying that an Act may pass to legalize a certain By-law in favour of the erection of Water-works, and for other purposes.

Of the *Trent Valley* Railway Company, praying that an Act may pass to revive and amend their Act of incorporation.

Of *John Leys* and others, of *Toronto*, praying that an Act may pass to incorporate the *Toronto* and *Nipissing Eastern Extension* Railway Company.

Of the *Toronto* and *Nipissing* Railway Company, praying that an Act may pass to legalize a certain By-law in favour of the extension of their road.

Of Sir *William Pearce Howland* and others, of *Toronto*, praying that an Act may pass to incorporate a company with power to prevent Cruelty to Animals.

Of the Rector and Church Wardens of *St Paul's Church, London*, praying that an Act may pass to empower them to lease or sell certain lands.

Of the English Loan Company, praying that an Act may pass to enable them to borrow money.

Of *Jacob Fuller* and others ; also of *H. S. Morphy* and others, all of *Lambton*, severally praying for certain amendments to the Game Law.

Of the Dominion Grange, praying for certain amendments to the Municipal Act respecting the market tax on farm produce.

Of *John E. Harding* and others, of *St. Mary's*, praying that an Act may pass to revive and amend the Act incorporating the *St. Mary's, Credit Valley and Huron Railway Company*.

Of the City Council of *Ottawa*, praying that an Act may pass to amend the Act incorporating the *Ottawa City Passenger Railway Company*.

Of the Board of Management of *Alma College, St. Thomas*, praying that an Act may pass to amend their Act of incorporation.

Of the Rector and Church Wardens of *Christ Church, Ottawa*, praying that an Act may pass to empower them to issue debentures.

Of the County Council of the United Counties of *Leeds and Grenville*, praying certain amendments to the Public School Act respecting the length of vacations.

Of the *Great Western Railway Company*, praying that the Bill to revive and amend the Charter of the *London Junction Railway Company* may not pass.

Of the Council of the Municipality of *Shumich*, praying that an Act may pass to enable them to sell lands for taxes.

Of *A. C. Mackenzie* and others, of *Grey*, praying that an Act may pass to amend the Act incorporating the *Georgian Bay and Wellington Railway Company*.

Of the *Midland Railway Company of Canada*, praying that an Act may pass to amend their several Acts of incorporation.

Mr. Deroche, from the Committee on Standing Orders, presented their Second and Third Reports, which were read as follow :—

The Committee have carefully examined the following Petitions, and find the notices as published in each case sufficient :

Of the Corporation of the Town of *Wingham*, praying that an Act may pass enabling them to construct Water-works and to legalize a certain By-law.

Of the Trustees of *St. Andrew's Church, Chatham*, praying that an Act may pass empowering them to borrow money on the security of certain mortgages or by sale or mortgage of certain of their lands.

Of *J. D. Edgar* and others, of *Toronto*, praying that an Act may pass to incorporate the *Sault Ste. Marie Railway Company*.

Of the Sisters of *St. Joseph* of the Diocese of *Hamilton*, praying that an Act may pass confirming their title to certain lands and for other purposes.

The Committee recommend that rule No. 51 be further suspended in this, that the time for presenting Petitions for Private Bills be extended until and inclusive of Friday, the twenty-third instant.

The following Bills were severally introduced, and read the first time :—

Bill (No. 26), intituled "An Act to enable the Trustees of *St. Andrew's Church, Chatham*, to raise the sum of \$10,000 to build a Church."—*Mr. Robinson (Kent)*.

Referred to the Commissioners of Estate Bills.

Bill (No. 21), intituled "An Act respecting the Sisters of *Saint Joseph*, of the Roman Catholic Diocese of *Hamilton*."—*Mr. Gibson (Hamilton)*.

Referred to the Commissioners of Estate Bills.

Bill (No. 40), intituled "An Act to incorporate the *Sault Ste. Marie Railway Company*."—*Mr. Lyon*.

Referred to the Committee on Railways.

Bill (No. 85), intituled "An Act to amend the Municipal Act."—*Mr. Springer*.

Ordered, That the Bill be read the second time on Thursday next.

The House resolved itself into a Committee to consider Bill (No. 64), For the relief of Co-operative Associations; and, after some time spent therein, *Mr. Speaker*

resumed the Chair; and Mr. Baxter reported, That the Committee had directed him to report the Bill without any amendment.

Ordered, That the Bill be read the third time To-morrow.

The following Bills were severally read the second time :—

Bill (No. 63), For Consolidating the Superior Courts of Law and Equity, establishing a uniform system of pleading and practice therein, and making further provision for the due administration of Justice.

Referred to a Committee of the Whole House To-morrow.

Bill (No. 68), "Further to amend the General Railway Act.

Referred to the Select Committee to which was referred the enquiry into the subject of the frequent accidents to brakemen and others employed on Railways.

On motion of Mr. *Hay*, seconded by Mr. *Gibson (Huron)*,

Resolved, That an humble Address be presented to the Lieutenant-Governor praying that he will cause to be laid before this House : a Return of any papers and correspondence which may have passed between the Provincial and Dominion Authorities, in respect to the payment by the latter of the Improvement Fund accruing on School land sales, and due under the *Quebec Award*, and also in respect to the payment of the Improvement Fund due on account of sales of Crown Lands made between 14th June, 1853 and 6th March, 1861, and on collections made between 6th March 1861 and 1st July, 1867.

On motion of Mr. *Miller*, seconded by Mr. *Peck*,

Ordered, That there be laid before this House, a Return shewing :—1. The amount of money expended respectively by each overseer employed on Colonization Roads for the year 1879, giving names of overseers and road or roads built or repaired by each, and the daily wages paid each overseer respectively ; 2. The total number of days' work done, and the total amount paid for men's wages on each job ; 3. The total number of days' work done by, and total amount of wages paid for teams on each job ; 4. The total amount paid for provisions by or on behalf of each foreman, including freight ; 5. The total amount paid for tools, implements, blankets, cooking utensils and all supplies other than provisions by or on behalf of each overseer, including freight.

On motion of Mr. *Gibson (Huron)*, seconded by Mr. *Blezard*,

Ordered, That there be laid before this House, a Return from the Treasurer of the Agriculture and Arts Association, giving a detailed statement of its income and expenditure for the years 1878 and 1879.

The House then adjourned at 5.07 p.m.

Wednesday, 21st January, 1880.

3 O'CLOCK, P.M.

PRAYERS.

The following Petition was brought up, and laid upon the Table :—

By Mr. *Sinclair*—The Petition of *William Smellie* and others, of *Warton*.

The following Petitions were read and received :—

Of the *North Simcoe Junction* Railway Company, praying that an Act may pass to authorize them to enter into a special agreement with the *Northern* Railway Company, and for other purposes.

Of the *Great Western Railway Company*, praying that the Bill before the House relating to the *Lambton Central Railway Company*, may not pass.

Of the *Great Western Railway Company*, praying that the Bill before the House, relating to the *Port Stanley, Strathroy and Port Franks Railway Company* may not pass.

Of the *Great Western Railway Company*, praying that the Bill before the House relating to the *Erie and Huron Railway Company* may not pass.

Of the Village Council of *Trenton*; also, of the Township Council of *Murray*; also, of the Township Council of *Ameliasburg*, severally, praying that the Bill before the House relating to the *Trent Valley Railway Company* may pass.

Of the County Council of *Wellington*, praying for some more economical means of conveying prisoners to Penitentiaries, &c.

Of certain of the Sheriffs of the Province of *Ontario*, praying for the appointment of a Committee before which they may be heard relative to various matters complained of.

Of *William H. McGarvey* and others, of *Petrolia*, praying that an Act may pass to revive and amend the Act incorporating the *Lambton Central Railway Company*.

Of the *Credit Valley Railway Company*, praying that an Act may pass to legalize and confirm a certain By-law in its favour, and for other purposes.

Of the County Council of *York*, praying for certain amendments to the General Road Companies' Act.

Of the County Council of *York*, praying for certain amendments to the Joint Stock Road Companies' Act respecting animals running at large.

Of the *Toronto and Ottawa Railway Company*, praying that an Act may pass to amend and consolidate their several Acts, and for other purposes.

Of the *Dominion Grange*, praying for certain amendments to the School Act respecting the length of vacations.

Of the County Council of the United Counties of *Stormont, Dundas and Glengarry*, respecting the application of statute labour towards keeping open winter roads.

The Petition of the County Council of *York*, praying that a sum of money may be granted for the purpose of making a new survey for the *Huron and Ontario Ship Canal*, having been read,

Mr. Speaker ruled, That this Petition cannot be received, as it would involve the expenditure of Public Money.

Mr. *Deroche* from the Standing Committee on Standing Orders, presented their Fourth Report, which was read as follows:—

The Committee have examined the following Petitions, and find the notices as published in each case sufficient:

Of *John McKellar* and others, of *Shuniah*, praying that an Act may pass to separate certain Townships from the Municipality of *Shuniah*, and to erect them into a separate Municipality to be called *Neebing*.

Of the Corporation of the Town of *Owen Sound*, praying that an Act may pass authorizing the imposition of a local rate for Water Hydrants and to legalize a certain By-Law.

Of *A. G. Hill* and others, of *Clifton*, praying that an Act may pass to incorporate the *Niagara Falls Street Railway Company*.

Of the Rector and Church Wardens of *St. Paul's Church, London*, praying that an Act may pass to empower them to lease or sell certain lands.

Of the Corporation of the City of *Ottawa*, praying that an Act may pass to amend the Act incorporating the *Ottawa City Passenger Railway Company*.

Of the City Gas Company of *London*, praying that an Act may pass to enlarge their powers.

Of the *Toronto, Grey and Bruce Railway Company*, praying that an Act may pass to amend the several Acts relating to the said Company, and for other purposes.

The Joint Petition of the *Stratford and Huron* and of the *Port Dover and Lake Huron Railway Companies*, praying that an Act may pass to amend their Acts of incorporation, and for other purposes.

Of the *Grand Junction* Railway Company, praying that an Act may pass to amend their Act of incorporation, and the Acts amending the same.

Of the Board of Management of *Alma* College, *St. Thomas*, praying that an Act may pass to amend their Act of incorporation.

Of the Corporation of the City of *Bra tford*, praying that an Act may pass to legalize a certain by-law granting a bonus in aid of a Cotton Factory.

The following Bills were severally introduced, and read the first time :

Bill (No. 86), intituled "An Act to amend the Agriculture and Arts Act."—Mr. *Crooks*.

Ordered, That the Bill be read the second time on Friday next.

Bill (No. 19), intituled "An Act respecting the *Grand Junction* Railway Company."—Mr. *Boulter*.

Referred to the Committee on Railways.

Bill (No. 34), intituled "An Act respecting the *Ottawa* City Passenger Railway Company."—Mr. *Baskerville*.

Referred to the Committee on Railways.

Bill (No. 15), intituled "An Act to confirm a certain By-law of the Town of *Owen Sound*."—Mr. *Creighton*.

Referred to the Committee on Private Bills.

Bill (No. 20), intituled "An Act respecting the *Stratford* and *Huron*, and *Port Dover* and *Lake Huron* Railways."—Mr. *Hay*.

Referred to the Committee on Railways.

Bill (No. 8), intituled "An Act respecting Water-works for the Town of *Wingham*."—Mr. *Ross*.

Referred to the Committee on Private Bills.

Bill (No. 25), intituled "An Act to amend the Act incorporating *Alma* College."—Mr. *Nairn*.

Referred to the Committee on Private Bills.

Bill (No. 53), intituled "An Act to organize the Municipality of *Neebing*."—Mr. *Lyon*.

Referred to the Committee on Private Bills.

Bill (No. 33), intituled "An Act to incorporate the *Niagara Falls* Street Railway Company."—Mr. *Harcourt*.

Referred to the Committee on Railways.

Bill (No. 42), intituled "An Act to authorize the Rector and Church Wardens of *St. Paul's* Church, *London*, to lease, mortgage or sell certain lands heretofore known as *St. Paul's* Cemetery."—Mr. *Meredith*.

Referred to the Commissioners of Estate Bills.

Bill (No. 2), intituled "An Act to extend the powers of the *London* City Gas Company."—Mr. *Meredith*.

Referred to the Committee on Private Bills.

The following Bill was read the Third time and passed :—

Bill (No. 64), For the relief of Co-operative Associations.

On motion of Mr. *Baxter*, seconded by Mr. *Deroche*,

Ordered, That there be laid before this House, a Return giving the name of all Books authorized by the Minister of Education for use in the Public Schools of the Province ; the number of copyrights held by the Government, and the number held by private individuals, together with the names of the Publishers ; also, the price of such books to the Public.

On motion of Mr. *Hay*, seconded by Mr. *Field*,

Ordered, That there be laid before this House, a Return for the year 1879, shewing :

—1. The number of emigrant free passes given by the *Ontario* Agent at *Quebec* from that port to points of destination in *Ontario*, and the points of destination ; also, the names of the boats, and by whom owned, in which such emigrants arrived at *Quebec* ; 2. The number of emigrant free passes refused by the *Ontario* Agent at *Quebec* ; the grounds of such refusal ; the name of boat, and by whom owned by which such emigrants arrived at *Quebec* ; 3. The number of tenant farmers with capital, and the supposed amount thereof, arriving and settling within the Province in 1879.

Mr. *Hardy* presented to the House :—

Return to an Order of the House, of the 10th March, 1879, shewing all moneys received, and from whom, on account of fines and costs in respect of convictions under the Temperance Act of 1864, in the Township of *Melnccthon*, in the Electoral District of *Dufferin* during the year 1878 ; also, the expenses of convictions and to whom paid, and the amount paid the Commissioners or the Inspector, in respect of service or expense during the year. (*Sessional Papers No. 23*).

Also :—Return to an Order of the House, of the 10th March, 1879, shewing the total number of Tavern and Shop Licenses granted to each of the Municipalities of the Electoral District of *Dufferin*, in the year 1878 ; also total amount of moneys received from each of the said Municipalities, total amount received for fines ; total amount deposited in banks ; amount paid to Treasurer of each Municipality ; expenses of Commissioners and Inspectors' salaries or fees ; balance remaining, if any, to the credit of the License Fund for said Electoral District. (*Sessional Papers No. 24*).

Also :—Return to an Order of the House, of the 10th March, 1879, shewing all moneys received, and from whom, on account of fines and costs, in respect of convictions under the Temperance Act of 1864, in the West Riding of *Peterborough*, during the year 1878 ; also, the expenses in connection with the same, and to whom paid, and the amounts paid to Commissioners or to the Inspector, in respect of services or expenses during such year. (*Sessional Papers No. 25*).

Also :—Return to an Order of the House, of the 29th of January, 1879, shewing the amounts received in the Crown Lands Department, on account of the Land Improvement Fund from 1861, when its payment to the Municipalities ceased, up till the 1st of July, 1867, from which date it has been paid till now. (*Sessional Papers No. 26*.)

The Order of the Day, for the second reading of Bill (No. 69), To amend the Liquor License Act, having been read,

Mr. *Creighton* moved,

That the Bill be now read the second time,

And the Motion, having been put, was lost, on the following division :

YEAS :

Messieurs :

<i>Baker,</i>	<i>French,</i>	<i>Merrick,</i>	<i>Parkhill,</i>
<i>Baskerville,</i>	<i>Harkin,</i>	<i>Metcalfe,</i>	<i>Richardson,</i>
<i>Bell,</i>	<i>Jelly,</i>	<i>Monk,</i>	<i>Rosevear,</i>
<i>Boulter,</i>	<i>Lauder,</i>	<i>Morgan,</i>	<i>Tooley,</i>
<i>Broder,</i>	<i>Lees,</i>	<i>Morris,</i>	<i>White,</i>
<i>Caldwell,</i>	<i>Mack,</i>	<i>Near,</i>	<i>Wigle—26.</i>
<i>Creighton,</i>	<i>Meredith,</i>		

NAYS :

Messieurs :

<i>Appleby,</i>	<i>Ballantyne,</i>	<i>B'ezard,</i>	<i>Cook,</i>
<i>Awrey,</i>	<i>Baxter,</i>	<i>Bonfield,</i>	<i>Dryden,</i>
<i>Badgerow,</i>	<i>Bishop,</i>	<i>Cascaden,</i>	<i>Ferris,</i>

<i>Field,</i>	<i>Laidlaw,</i>	<i>Nairn,</i>	<i>Ross,</i>
<i>Fraser,</i>	<i>Livingston,</i>	<i>Neelon,</i>	<i>Sinclair,</i>
<i>Freeman,</i>	<i>Lyon,</i>	<i>Pardee,</i>	<i>Springer,</i>
<i>Gibson (Huron),</i>	<i>McCraney,</i>	<i>Patterson,</i>	<i>Waters,</i>
<i>Graham,</i>	<i>McKim,</i>	<i>Paxton,</i>	<i>Watterworth,</i>
<i>Harcourt,</i>	<i>McLaughlin,</i>	<i>Peck,</i>	<i>Wells,</i>
<i>Hardy,</i>	<i>McMahon,</i>	<i>Robinson (Cardwell),</i>	<i>Widdifield,</i>
<i>Hawley,</i>	<i>Miller,</i>	<i>Robinson (Kent),</i>	<i>Wood,</i>
<i>Hay,</i>	<i>Mowat,</i>	<i>Roberston,</i>	<i>Young—50.</i>
<i>Hunter,</i>	<i>Murray,</i>		

The House then adjourned at 10.30 P.M.

Thursday, 22nd January, 1880.

3 O'CLOCK P.M.

PRAYERS.

The following Petitions were severally brought up, and laid upon the Table :—

By Mr. *Deroche*—The Petition of *John Vair* and others; also, the Petition of *Mathias Smith* and others, all of *Camden*.

By Mr. *Robinson (Cardwell)*—The Petition of *J. Strangways* and others, of *Tecumseth*.

By Mr. *Boulter*—The Petition of the United Townships of *Marmora* and *Lake*; also, the Petition of the United Townships of *Elzevir* and *Grimsthorpe*.

The following Petitions were read and received :—

Of *John Smith* and others, of *Renfrew*, praying that a Registry Office may be established in the South Riding of the County of *Renfrew*.

Of *E. Ingalls* and others, of *McKellar*, praying that an Act may pass to separate the Municipality of *Shuniah*.

Of the City Council of *Toronto*, praying for certain amendments to the Municipal Act respecting Licenses to Butchers.

Of the *Georgian Bay* and *Wellington* Railway Company, praying that an Act may pass to amend their Act of incorporation.

Of *B. B. Osler* and others, praying that an Act may pass to incorporate the *Flos* Lumber Company.

Of the Provisional Council of the County of *Dufferin*, praying that an Act may pass to extend their powers and to confirm certain Acts.

Of the City Council of *Guelph*, praying that an Act may pass to enable them to issue Debentures.

Of the Church Wardens of *St. Thomas' Church*, *St. Catharines*, praying that an Act may pass to authorize them to issue debentures.

Of *Robert Finlayson* and others, of *Drummond*, praying that the By-law granting a bonus to the *Toronto* and *Ottawa* Railway, from certain grouped Townships, be not legalized.

Of *James King* and others, of *Petrolia*, praying that an Act may pass to incorporate the *Sarnia* and *Petrolia* Railway Company.

Of *Frederick Thompson* and others, of *Lindsay*, praying that the Bill before the House relating to the *Midland* Railway Company of *Canada*, may not pass until relief be given to petitioners.

Of the *Prince Edward County Railway Company*, praying that an Act may pass to amend their Act of incorporation.

Of *St. Andrew's Church, Peterborough*, praying that an Act may pass to amend the *Peterborough Protestant Poor Trust Act*.

Of *James Worthington* and others, of *Montreal*, praying that an Act may pass to incorporate the *Cobden and Opeongo Railway Company*.

Of *E. Jackson* and others, of *York*, praying that an Act may pass to erect the North Riding of *York* into a separate Municipality for Municipal purposes.

Of the *Erie and Huron Railway Company*, praying that an Act may pass to enable them to extend their line.

Mr. *Deroche*, from the Standing Committee on Standing Orders, presented their Fifth Report, which was read as follows :—

The Committee have carefully examined the following Petitions and find the notices as published in each case sufficient :

Of the *Midland Railway Company*, praying that an Act may pass to amend their Act of incorporation.

Of the Rector and Church Wardens of *Christ Church, Ottawa*, praying that an Act may pass to empower them to issue Debentures.

Of the *English Loan Company*, praying that an Act may pass limiting the borrowing powers contained in their Charter.

Of *George Stanley* and others, of *Chesley*, praying that an Act may pass to confirm a certain By-law incorporating the Village of *Chesley*.

Of *D. A. Jones* and others, of *Beeton*, praying that an Act may pass to incorporate the *Grand Ontario Central Railway Company*.

Of the *Trent Valley Railway Company*, praying that an Act may pass to revive and amend their Act of incorporation.

Of the Corporation of the City of *Toronto*, praying that an Act may pass to revise, consolidate and amend the several Acts relating to the City and for other special legislation.

Of the Corporation of the City of *Toronto*, praying that an Act may pass to amend the Act respecting the Debenture Debt, and certain property of the City of *Toronto*.

Of the *Toronto and Ottawa Railway Company*, praying that an Act may pass to amend and consolidate their several Acts, and for other purposes.

Of the *Toronto and Nipissing Railway Company*, praying that an Act may pass to legalize a certain By-law in favour of the extension of their road, and for other purposes.

Mr. *Pardee*, from the Standing Committee on Railways, presented their First Report, which was read as follows :—

The Committee recommend that Rule No. 51, of your Honourable House, be further suspended in this, that the time for presenting Petitions for Private Bills be extended until, and inclusive of to-morrow, Friday, the twenty-third instant.

Ordered, That the time for presenting Petitions for Private Bills be further extended until, and inclusive of, Friday the twenty-third instant.

The following Bills were severally introduced, and read the first time :

Bill (No. 87), intituled "An Act to amend the Municipal Act."—Mr. *Graham*.

Ordered, That the Bill be read the second time on Monday next.

Bill (No. 38), intituled "An Act relating to *Christ Church, Ottawa*."—Mr. *Monk*.
Referred to the Commissioners of Estate Bills.

Bill (No. 54), intituled "An Act relating to the incorporation of the Village of *Chesley*."—Mr. *Sinclair*.

Referred to the Committee on Private Bills.

Bill (No. 24), intituled "An Act further to amend the Act incorporating the *Trent Valley Railway Company*."—Mr. *Striker*.

Referred to the Committee on Railways.

Bill (No. 23), intituled "An Act to consolidate and amend the several Acts relating to the *Toronto* and *Ottawa Railway*."—Mr. *Scott*.

Referred to the Committee on Railways.

Bill (No. 41), intituled "An Act to legalize By-law No. 310, of the City of *Brantford*."—Mr. *Hardy*.

Referred to the Committee on Private Bills.

Bill (No. 10), intituled "An Act to amend the several Acts relating to the *Toronto*, *Grey* and *Bruce Railway*."—Mr. *Morris*.

Referred to the Committee on Railways.

Bill (No. 17), intituled "An Act to amend the Act respecting the Debenture Debt, and certain property of the City of *Toronto*."—Mr. *Morris*.

Referred to the Committee on Private Bills.

Bill (No. 18), intituled "An Act to revise, consolidate and amend the several Acts relating to the City of *Toronto*."—Mr. *Morris*.

Referred to the Committee on Private Bills.

Bill (No. 6), intituled "An Act to limit the borrowing powers of the *English Loan Company*, and to amend the Charter thereof."—Mr. *Meredith*.

Referred to the Committee on Private Bills.

The House resolved itself into a Committee to consider Bill (No. 65), To make further provisions respecting Coroners' Inquests; and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *Sinclair* reported, That the Committee had made some progress, and directed him to ask leave to sit again.

Resolved, That the Committee have leave to sit again To-morrow.

The following Bills were severally read the second time :—

Bill (No. 66), To make further provisions respecting Supplementary Drainage By-laws.

Referred to a Committee of the Whole House To-morrow.

Bill (No. 77), To remove doubts arising out of R. S. O., cap. 119, respecting Mortgages and sales of Personal Property.

Referred to a Select Committee composed as follows :—Messieurs *Creighton*, *French*, *Gibson* (*Hamilton*), *Harcourt*, *Meredith* and *Ross*.

The Order of the Day for the second reading of Bill (No. 80), To amend the Liquor License Act, having been read,

Ordered, That the Order be discharged, and that the Bill be withdrawn.

On motion of Mr. *Bell*, seconded by Mr. *Parkhill*,

Ordered, That Sessional Paper No. 78 of the Session of 1879, relating to the Central Prison, be referred to the Printing Committee.

Mr. *Hardy* presented to the House by command of the Lieutenant-Governor :—

Detailed Statement of all Bonds and Securities registered in the Provincial Registrar's Office since last Return, made in accordance with the Revised Statutes of *Ontario*, cap 15, sec. 23. (*Sessional Papers No. 10.*)

Also :—Return to an Order of the House, of 28th February, 1879, shewing the bank in which the account of the Board of License Commissioners for the Electoral District of *Cardwell* was kept during 1878; the several amounts deposited during said year to the credit of said account, and the date of such deposits; the several amounts withdrawn during said year from such account, and the dates of such withdrawal; the return also to

shew the amount expended in the said Electoral District during 1876 for the payment of detectives or other persons employed to secure enforcement of the License Law or to secure conviction for its infringement, said Return to give in detail the amounts so paid and the parties to whom paid. (*Sessional Papers No. 27.*)

The House then adjourned at 5.45 p.m.

Friday, 23rd January, 1880.

3 O'CLOCK P.M.

PRAYERS.

Mr. Speaker informed the House, That the Clerk had received from the Judges appointed to inquire into and report on Estate Bills, their Report in the following case:—

Bill (No. 11), To authorize the Trustees of the Presbyterian Congregation of *Lobo*, known as *Melville* Church, to sell certain lands.

This Report was then read by the Clerk, at the Table as follows:—

The undersigned, to whom with other Judges of the Superior Courts at Law and Equity, Commissions have been issued to report in respect of Estate Bills, which may be submitted to the Legislative Assembly of *Ontario*, have the Honour to state in reference to Estate Bill No. 11, and the Petition of the Trustees of the Presbyterian Congregation of *Melville* Church, Township of *Lobo*, that inasmuch as the Congregation in question, and the *London* Presbytery have consented to the proposed disposition of the land in question, and the Grantor, the author of the trust, has also given his consent, the undersigned see no objection to its being sanctioned by the Legislature.

The Bill sent us, however, omits to provide for the application of the proceeds of sale to the purposes for which a sale is prayed.

We have supplied this omission by a clause added at the foot of the printed Bill.

J. G. SPRAGGE, *C.*

S. H. BLAKE, *V.C.*

To *Charles T. Gillmor*, Esq.,
Clerk Legislative Assembly.

Ordered, That Bill (No. 11), To authorize the Trustees of the Presbyterian Congregation of *Lobo*, known as *Melville* Church, to sell certain lands, be referred to the Committee on Private Bills, with instructions to consider the same, with reference to the suggestions of the Commissioners of Estate Bills thereon.

The following Petitions were severally brought up, and laid upon the Table:—

By Mr. *Appleby*—The Petition of the Township Council of *Hungerford*.

By Mr. *Deroche*—The Petition of the Township Council of the United Townships of *Kaladar* and *Anglesa*.

By Mr. *Widdifield*—The Petition of the *Ottawa* City Passenger Railway Company; also, the Petition of *E. Jackson* and others, of *Newmarket*.

By Mr. *Boulter*—The Petition of the *Belleville* and *North Hastings* Railway Company; also the Petition of the City Council of *Belleville*.

By Mr. *Gibson* (*Hamilton*)—The Petition of *J. B. Neagan* and others, of *Hamilton*.

By Mr. *Paxton*—The Petition of *Philip McRae* and others, of *Mara*; also the Petition of the Township Council of *Mara*.

By Mr. *Bishop*—The Petition of *Robert Morrison* and others, of *Bayfield*.

By Mr. *Springer*—The Petition of the Town Council of *Waterloo*.

By Mr. *Creighton*—Two Petitions of the Township Council of *Keppel*.

The following Petition was read and received :—

Of *William Smellie* and others of *Wiarton*, praying that certain Park Lots may not be included within the limits of the Village of *Wiarton*.

Mr. *Deroche*, from the Standing Committee on Standing Orders, presented their Sixth Report, which was read as follows :—

The Committee have carefully examined the following Petitions, and find the notices as published in each case sufficient :—

Of the *Port Stanley, Strathroy and Port Franks Railway Company*, praying that an Act may pass to revive and amend their Act of incorporation.

Of *A. C. Mackenzie* and others, of *Grey*, praying that an Act may pass to amend the Act incorporating the *Georgian Bay and Wellington Railway Company*.

Of *James McKim* and others, of *Wiarton*, praying that an Act may pass to incorporate the Village of *Wiarton*.

Of *William H. McGarvey* and others, of *Petrolia*, praying that an Act may pass to revive and amend the Act incorporating the *Lambton Central Railway Company*.

James Worthington and others, of *Montreal*, praying that an Act may pass to incorporate the *Cobden and Opeongo Railway Company*.

Of the *Prince Edward County Railway Company*, praying that an Act may pass to amend their Act of incorporation.

Of the *London Junction Railway Company*, praying that an Act may pass to revive and amend their Act of incorporation.

Of *John Smith* and others, of *Renfrew*, praying that an Act may pass to establish a Registry Office in the South Riding of the County of *Renfrew*.

Of the Council of the Municipality of *Shuniah*, praying that an Act may pass to enable them to sell lands for taxes.

Of *B. B. Osler* and others, praying that an Act may pass to incorporate the *Flos Lumber Company*.

Of the County Council of *Prince Edward*, praying that an Act may pass to confirm a certain By-law in favour of the *Prince Edward County Railway Company*.

Of the Corporation of the City of *St. Catharines*, praying that an Act may pass to legalize a certain By-law respecting the assessment of the City.

Of *John Leys* and others, of *Toronto*, praying that an Act may pass to incorporate the *Toronto and Nipissing Eastern Extension Railway Company*.

Of *John H. Delamere* and others, of *Minden*, praying that an Act may pass to incorporate the *Victoria Northern Extension Railway Company*.

Of *E. Jackson* and others, of *York*, praying that an Act may pass to erect the North Riding of *York* into a separate County for Municipal purposes.

Mr. *Fraser*, from the Standing Committee on Private Bills, presented their Second Report, which was read as follows :—

The Committee have carefully considered Bill (No. 9), To incorporate the *Erie Fire Insurance Company*, and have prepared certain amendments thereto.

Mr. *Pardee*, from the Standing Committee on Railways, presented their Second Report, which read as follows :—

The Committee recommend that Rule No. 51 of your Honourable House be suspended in this, that the time for introducing Private Bills be extended until and inclusive of Wednesday, the twenty-eighth instant.

Ordered, That the time for introducing Private Bills to this House be extended until, and inclusive of Wednesday, the twenty-eighth instant.

The following Bills were severally introduced, and read the first time:—

Bill (No. 30) intituled "An Act to incorporate the Village of *Warton*."—Mr. *Sinclair*.

Referred to the Committee on Private Bills.

Bill (No. 36), intituled "An Act to divide the County of *Renfrew* for registration purposes."—Mr. *Bonfield*.

Referred to the Committee on Private Bills.

Bill (No. 45), intituled "An Act to confirm a By-law of the County of *Prince Edward*, granting aid to the *Prince Edward County Railway Company*."—Mr. *Striker*.

Referred to the Committee on Railways.

Bill (No. 44), intituled "An Act to revive and amend the Act incorporating the *Lambton Central Railway Company*."—Mr. *Deroche*.

Referred to the Committee on Railways.

Bill (No. 48), intituled "An Act to incorporate the *Victoria Northern Extension Railway Company*."—Mr. *Peck*.

Referred to the Committee on Railways.

Bill (No. 50), intituled "An Act to incorporate the *Cobden and Opeongo Railway Company*."—Mr. *Bonfield*.

Referred to the Committee on Railways.

Bill (No. 31), intituled "An Act to separate certain townships from the County of *York*, and to erect the same into the County of *North York*."—Mr. *Widdifield*.

Referred to the Committee on Private Bills.

Bill (No. 14), intituled "An Act respecting the *Prince Edward County Railway Company*."—Mr. *Striker*.

Referred to the Committee on Railways.

Bill (No. 32), intituled "An Act to incorporate the *Grand Ontario Central Railway Company*."—Mr. *Hay*.

Referred to the Committee on Railways.

Bill (No. 51), intituled "An Act respecting the *Georgian Bay and Wellington Railway Company*."—Mr. *Hunter*.

Referred to the Committee on Railways.

Bill (No. 28), intituled "An Act respecting the *London Junction Railway Company*."—Mr. *Wells*.

Referred to the Committee on Railways.

Bill (No. 52), intituled "An Act respecting the sale of land for Taxes, in *Shuniah*."—Mr. *Hunter*.

Referred to the Committee on Private Bills.

Bill (No. 55), intituled "An Act respecting the *Toronto and Nipissing Railway Company*."—Mr. *Peck*.

Referred to the Committee on Railways.

Bill (No. 59), intituled "An Act to revive and amend the Act incorporating the *Port Stanley, Strathroy and Port Franks Railway Company*."—Mr. *Watterworth*.

Referred to the Committee on Railways.

Bill (No. 58), intituled "An Act to legalize the Assessment of the City of *St. Catharines*."—Mr. *Neelon*.

Referred to the Committee on Private Bills.

Bill (No. 7), intituled "An Act respecting the *Midland Railway Company of Canada*."—Mr. *Peck*.

Referred to the Committee on Railways.

Bill (No. 49), intituled "An Act to incorporate the *Toronto and Nipissing Eastern Extension Railway Company*."—Mr. *Peck*.

Referred to the Committee on Railways.

Bill (No. 88), intituled "An Act to amend the *Municipal Act*."—Mr. *Gibson* (*Hamilton*).

Ordered, That the Bill be read the second time on Tuesday next.

Bill (No. 89), intituled "An Act to amend the *Municipal Act*."—Mr. *Nairn*.

Ordered, That the Bill be read the second time on Tuesday next.

Bill (No. 90), intituled "An Act in respect to Tile, Stone and Timber Drainage."—Mr. *Hay*.

Ordered, That the Bill be read the second time on Tuesday next.

On motion of Mr. *Nairn*, seconded by Mr. *Cascaden*,

Ordered, That there be laid before this House, a Return from the Clerks of the Municipalities, and the County Treasurer of the expenses incurred in each Municipality of the Province, under the Voters' Lists Acts, shewing the respective amounts paid in each for preparing, printing, publishing, distributing and filing with the Clerk of the Peace the Voters' Lists; the number of Appeals to the Judges' Court, and the expenses attending the hearing and disposal of said Appeals, and the amounts paid to the several officers of said Courts of Appeal for the years 1878 and 1879; also, all correspondence and accounts that may have passed between the Judges and the Government with respect to the expenses of holding the said Courts of Appeal in these years.

Mr. *Creighton* moved, seconded by Mr. *Wigle*,

That the several Members now composing the Standing Committees of this House, do continue to compose the said Standing Committees, respectively, during the continuance of the present Legislative term, subject to such alterations as the House may from time to time see fit to make; and that it be a Standing Order of this House that the several Members elected to compose the Standing Committees at the first Session of each Legislature do continue to compose the said Standing Committees, respectively, during the then Legislative term, subject to such alterations as the House may from time to time see fit to make.

And the motion, having been put, was lost on a division.

On motion of Mr. *Hawley*, seconded by Mr. *Robinson* (*Kent*),

Resolved, that an humble Address be presented to the Lieutenant-Governor, praying that he will cause to be laid before this House, a Return of the report of the Commission appointed by the Government to investigate into the financial affairs of the United Counties of *Lennox* and *Addington*, together with the evidence taken at said investigation by such Commission.

On motion of the Attorney-General, seconded by Mr. *Wood*,

Ordered, that a Select Committee be appointed to which all Bills respecting Municipal matters may be referred, and that such Committee do consist of Messieurs *Bell*, *Boulter*, *Bishop*, *Badgerow*, *Broder*, *Calvin*, *Creighton*, *Dryden*, *Freeman*, *Graham*, *Gibson* (*Hamilton*), *Gibson* (*Huron*), *Hay*, *Hardy*, *Harcourt*, *Lauder*, *Laidlaw*, *Mack*, *Monk*, *Merrick*, *Meredith*, *Nairn*, *Ross*, *Robinson* (*Kent*), *Sinclair*, *Scott*, *Tooley*, *Waters*, and *Wigle*.

The following Bills were severally read the second time :—

Bill (No. 61), To amend the *Municipal Act*.

Referred to the Select Committee on Municipal matters.

Bill (No. 72), To amend the *Municipal Act*.

Referred to the Select Committee on Municipal matters.

Bill (No. 76), To amend the Law respecting Ditching Water Courses.

Referred to the Select Committee on Municipal matters.

Bill (No. 79), To make provision for the support of Destitute Insane Persons.

Referred to the Select Committee on Municipal matters.

The House then adjourned at 5.10 p.m.

Monday, 26th January, 1880.

3 O'CLOCK P.M.

PRAYERS.

The following Petitions were severally brought up, and laid upon the Table :—

By Mr. *Gibson* (*Hamilton*), The Petition of the *Wellington, Grey and Bruce Railway Company*.

By Mr. *Nairn*, The Petition of the Town Council of *St. Thomas*.

By Mr. *Near*, The Petition of *T. T. Robarts* and others of *Thorold*.

The following Petitions were read and received :—

Of *Mathias Smith* and others ; also, of *John Vair* and others, all of *Camden*, severally praying for certain amendments to the School Act respecting the collection of moneys.

Of the Township Council of the United Townships of *Elzevir* and *Greenthorne* ; also, of the Township Council of the United Townships of *Marmora* and *Lake* ; also, of the United Townships of *Kaladar* and *Anglesea*, severally praying that a certain By-law granting aid to the *Toronto* and *Ottawa Railway* may be legalized.

Of *J. Strangways* and others, of *Tecumseth*, praying that no amendments be made to the School Act respecting Section Trustees.

Of the *Ottawa City Passenger Railway Company*, praying that the Bill before the House respecting their Railway may not pass.

Of the *Belleville* and *North Hastings Railway Company* ; also, of the City Council of *Belleville* ; also, of the Township Council of *Hungerford*, severally praying that an Act may pass to authorize the construction of a branch of the *Belleville* and *North Hastings Railway* to the Village of *Tweed*.

Of *E. Jackson* and others, of *York*, praying that an Act may pass to separate the North Riding of *York* from the County for Municipal purposes.

Of *T. B. Neagan* and others, of *Hamilton*, praying that the sale of Intoxicating Liquors may be prohibited on certain Holidays.

Of *Robert Morrison* and others, of *Bayfield*, praying that an Act may pass to incorporate the *Bayfield* and *South Huron Railway Company*.

Of the Township Council of *Keppel*, praying that the Bill to incorporate the Village of *Wiarton* may not pass.

Of the Township Council of *Keppel*, praying that no grouping powers be granted to the *Toronto, Grey and Bruce Railway Company*.

Mr. *Deroche*, from the Standing Committee on Standing Orders, presented their Seventh and Eighth Reports, which were read as follow :—

The Committee have carefully examined the following Petitions, and find the notices as published in each case sufficient :—

Of *John E. Harding* and others, of *St. Mary's*, praying that an Act may pass to amend the Charter of the *St. Mary's, Credit Valley* and *Huron Railway Company*.

Of *James King* and others, praying that an Act may pass to incorporate the *Sarnia* and *Petrolia Railway Company*.

Of the Provisional Council of the County of *Dufferin*, praying that an Act may pass to extend their powers, and to confirm certain Acts.

Of the *Credit Valley Railway Company*, praying that an Act may pass to legalize a certain By-law granting aid to the said Railway, and for other purposes.

The Committee have carefully examined the Petition of *William P. Hewland* and others, of *Toronto*, praying that an Act may pass to incorporate a Company for the prevention of Cruelty to Animals, and find that no notice of such intended application has

been furnished to the Committee, they, however, deeming this a matter of purely public importance recommend the suspension of the Rule requiring notice in this case.

Mr. *Fraser*, from the Standing Committee on Private Bills, presented their Third Report, which was read as follows:—

The Committee have carefully considered the following Bills, and have prepared certain amendments thereto respectively:—

Bill (No. 11), To authorize the Trustees of the Presbyterian Congregation of *Lobo*, known as *Mellville Church*, to sell certain lands.

Bill (No. 25), To amend the Act incorporating *Alma College*.

Bill (No. 2), To extend the powers of the *London City Gas Company*.

Bill (No. 15), To confirm a certain By-law of the Town of *Owen Sound*.

The Committee have also examined Bill (No. 29), To legalize certain By-laws of the Town of *Orillia*, and County of *Simcoe*, and report the same without amendment.

The Committee recommend that the fees, less the actual cost of the printing, be remitted on Bill (No. 11) *Lobo Church*, and Bill (No. 25) *Alma College*, respectively, the same being in connection with charitable and religious institutions.

Ordered, that the fees, less the actual cost of printing, be remitted on Bill (No. 11), *Lobo Church*, and on Bill (No. 25), *Alma College*.

Mr. *Pardee*, from the Standing Committee on Railways, presented their Third Report, which was read as follows:—

The Committee have carefully examined Bill (No. 12), To incorporate the *Port Rowan and Lake Shore Railway Company*, and have prepared certain amendments thereto.

The following Bills were severally introduced, and read the first time:—

Bill (No. 91), intituled "An Act to amend the Act respecting Land Surveyors and the Survey of Lands."—Mr. *Pardee*.

Ordered, That the Bill be read the second time on Wednesday next.

Bill (No. 92), intituled "An Act to amend the Free Grants and Homesteads Act."—Mr. *Pardee*.

Ordered, That the Bill be read the second time on Wednesday next.

Bill (No. 93), intituled "An Act to amend the Act respecting the Sale and Management of Public Lands."—Mr. *Pardee*.

Ordered, That the Bill be read the second time on Wednesday next.

Bill (No. 94), intituled "An Act to amend the Municipal Act."—Mr. *Hay*.

Ordered, That the Bill be read the second time on Wednesday next.

Bill (No. 95), intituled "An Act to amend the Act to prevent the spreading of *Canada Thistles*."—Mr. *Hay*.

Ordered, That the Bill be read the second time on Wednesday next.

Bill (No. 96), intituled "An Act to amend the Railway Act."—Mr. *Hay*.

Ordered, That the Bill be read the second time on Wednesday next.

Bill (No. 57), intituled "An Act respecting the County of *Dufferin*."—Mr. *Chisholm*.
Referred to the Committee on Private Bills.

Bill (No. 47), intituled "An Act to incorporate the *St. Mary's and Credit Valley Railway Company*."—Mr. *Springer*.

Referred to the Committee on Railways.

Bill (No. 37), intituled "An Act to amend the Act relating to the *Credit Valley Railway Company*."—Mr. *Chisholm*.

Referred to the Committee on Railways.

Bill (No. 83), intituled "An Act to incorporate the *Flos* Lumber Company, and to enable them to construct and operate a Branch Railway."—Mr. *Aurey*.

Referred to the Committee on Railways.

The following Bill was read the second time :—

Bill (No. 71), To amend the Municipal Act.

Referred to the Select Committee on Municipal Matters.

The House then adjourned at 3.40 p.m.

Tuesday, 27th January, 1880.

3 O'CLOCK P.M.

PRAYERS.

The following Petitions were severally brought up and laid upon the Table :—

By Mr. *Lauder*—The Petition of *Henry Caldwell* and others, of *Holland*.

By Mr. *Cook*—The Petition of the Township Council of *Orillia*.

By Mr. *Morris*—The Petition of the Township Council of *Watt*.

Mr. *Deroche*, from the Standing Committee on Standing Orders, presented their Ninth Report, which was read as follows :—

The Committee having carefully examined the Petition of the Corporation of the City of *Guelph*, praying that an Act may pass enabling them to pass a By-law or By-laws from time to time to issue Debentures for the purpose of retiring or renewing Debentures now outstanding, find that the full time of notice of such intended application, required by the Rules of your Honourable House, has not been given, the notice having only been inserted twice in the *Ontario Gazette*, and also in the *Guelph Daily Herald* in each issue thereof, from January 16th to January 23rd inclusive. The Committee, however, considering this a matter in which no existing rights will be prejudicially affected, recommend the suspension of the Rule in this case.

Mr. *Fraser*, from the Standing Committee on Private Bills, presented their Fourth Report, which was read as follows :—

The Committee have carefully considered the following Bills, and have prepared certain amendments thereto respectively :

Bill (No. 5), For the Division of the Township of *Luther*.

Bill (No. 41), To legalize By-law No. 310 of the City of *Brantford*.

Bill (No. 54), Relating to the incorporation of the Village of *Chesley*.

The Committee have also considered Bill (No. 53), To organize the Municipality of *Neebing*, and beg to report the preamble not proven on the ground that, in their opinion, legislation in the premises during the present session is undesirable. The Committee recommend that the fees, less the actual cost of printing, be remitted on the Bill.

Mr. *Pardee*, from the Standing Committee on Railways, presented their Fourth Report which was read as follows :—

The Committee have carefully considered Bill (No. 34), Respecting the *Ottawa City Passenger* Railway Company, and find the preamble thereof not proven, on the ground

that, in the opinion of the Committee, legislative interference in the premises is inexpedient. The Committee recommend that the fees on the Bill, less the cost of printing, be remitted.

The Committee also recommend that the fees on Bill (No. 27), To incorporate the *Sault Ste. Marie* and *Canada Central Junction* Railway Company, less the cost of printing, be remitted, said Bill having been withdrawn by the promoters thereof.

Ordered, That the fees, less the actual cost of printing, be remitted on the following Bills:—Bill (No. 53), Municipality of *Neebing*, Bill (No. 34), *Ottawa City Passenger* Railway Company, and Bill (No. 27), *Sault Ste. Marie* and *Canada Central* Railway Company.

The following Bills were severally introduced, and read the first time:—

Bill (No. 75), intituled “An Act to incorporate the *Sarnia* and *Petrolia* Railway Company.”—Mr. *McCraney*.

Referred to the Committee on Railways.

Bill (No. 97), intituled “An Act respecting County Public School Inspectors.”—Mr. *Ballantyne*.

Ordered, That the Bill be read the second time on Thursday next.

On motion of Mr. *Wood*, seconded by Mr. *Pardee*,

Ordered, That the names of Messieurs *Lees* and *Watterworth* be added to the Select Committee on Municipal matters, and that the quorum of the Committee do consist of nine members.

The following Bills were severally read the second time:—

Bill (No. 60), Respecting the Agricultural College.

Referred to a Committee of the Whole House To-morrow.

Bill (No. 86), To amend the Agriculture and Arts Act.

Referred to a Committee of the Whole House To-morrow.

The House resolved itself into a Committee to consider Bill (No. 65), To make further provisions respecting Coroners' Inquests; and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *Sinclair* reported, That the Committee had directed him to report the Bill with certain amendments.

Ordered, That the Amendments be taken into consideration To-morrow.

The House resolved itself into a Committee to consider Bill (No. 66), To make further provisions respecting Supplementary Drainage By-laws; and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *Sinclair* reported, That the Committee had directed him to report the Bill with certain amendments.

Ordered, That the Amendments be taken into consideration To-morrow.

The House resolved itself into a Committee to consider Bill (No. 63), For Consolidating the Superior Courts of Law and Equity; establishing a uniform system of pleading and practice therein; and making further provisions for the due administration of justice, and after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *Sinclair* reported, That the Committee had made some progress, and directed him to ask leave to sit again.

Resolved, That the Committee have leave to sit again To-morrow.

The House then adjourned at 10.05 p.m.

Wednesday, 28th January, 1880.

3 O'CLOCK, P.M.

PRAYERS.

The following Petitions were severally brought up, and laid upon the Table :—

By Mr. *Deroche*—The Petition of *John H. Whelan* and others, of *Newboro*.

By Mr. *Widdifield*—The Petition of the *Huron and Ontario Ship Canal Company* ; also, the Petition of *J. C. Lundy* and others, of *Whitchurch*.

By Mr. *Paxton*—Two Petitions of the Township Council of *Reach* ; also, the Petition of the Township Council of *Thorah*.

By Mr. *Bell*—The Petition of the Township Council of *Cardwell*.

By Mr. *Gibson*—The Petition of the Town Council of *Wingham*.

The following Petitions were read and received :—

Of the *Wellington, Grey and Bruce Railway Company*, praying that the Bill before the House, relating to the proposed extension of the *Toronto, Grey and Bruce Railway* may not pass.

Of the Town Council of *St. Thomas*, praying that the Bill before the House relating to the *London Junction Railway Company* may not pass.

Of *T. T. Roberts*, and others, of *Thorold*, praying that the sale of intoxicating liquors may be prohibited on certain holidays.

Mr. *Deroche*, from the Standing Committee on Standing Orders, presented their Tenth, Eleventh, Twelfth, Thirteenth and Fourteenth Reports, which were read as follows :—

The Committee have carefully examined the following Petitions, and find the Notices as published in each case sufficient :—

Of the *North Simcoe Junction Railway Company*, praying that an Act may pass to authorize them to enter into a special agreement with the *Northern Railway Company*, and for other purposes.

Of *St. Andrew's Church, Peterborough*, praying that an Act may pass to amend the *Peterborough Protestant Poor Trust Act*.

Of the Township Council of *Hungerford*, praying that an Act may pass authorizing an agreement with the *Belleville and North Hastings Railway Company* for the construction of a branch of the said Railway to the Village of *Tweed*.

Of *Robert Morrison* and others, of *Bayfield*, praying that an Act may pass to incorporate the *Bayfield and South Huron Railway Company*.

Of the Town Council of *Woodstock*, praying that an Act may pass to extend the boundaries of the Town.

Of *John McArthur* and others of *Williamstown*, praying that an Act may pass to enable the Trustees of *St. Andrew's Church, Williamstown*, to sell lands.

The Committee have had before them the Petition of the Church Wardens of *St. Thomas' Church, St. Catharines*, praying that an Act may pass to authorize them to issue debentures, to pay off a certain mortgage, and find that no notice of such intended application to this Legislature has been published in either the *Ontario Gazette* or any local paper. The Committee have therefore to report with regard to the Petition that the Rules of your Honourable House have not been complied with.

The Committee have also carefully examined the Petition of the *Erie and Huron Railway Company*, praying that an Act may pass to amend their Act of incorporation and find that notice of such intended application to this Legislature was inserted for a period of six weeks in the *Ontario Gazette*, and also for a period of six weeks in the *Chatham Banner*, a paper published in the County of *Kent* ; but inasmuch as the Petition asks for power to carry their main line from *Petrolia* to the Town of *Sarnia* or to any point on

the *Grand Trunk* Railway between *Sarnia* and *Forest* stations, the Committee are of opinion that similar notice should have been published in some one of the *Lambton* papers, none of which have been produced. The Committee have therefore to report that the Rules of your Honourable House have not been complied with in this particular, and recommend that the fees, less the actual cost of printing, be remitted on the Bill relating to the foregoing Petition.

The Committee have also carefully examined the Petition of the *Victoria* Railway Company, praying that an Act may pass to extend the time for the completion of their road, and find that notice of such intended application to this Legislature has been inserted for three weeks in the *Ontario Gazette*, and is now current, but that such notice has not been published in any local paper. It, however, having been represented to the Committee that there was no paper published in the territory through which said road is to be constructed, and that the only parties to be affected would be the Crown and the *English* Land Company, the Committee are of the opinion that the Rule should be suspended in this case.

The Committee have also examined the Petition of the *Windsor* and *Essex* Centre Railway Company, praying that an Act may pass to amend their Act of incorporation and to legalize certain By-laws, and find that six weeks' notice of an intended application to this Legislature for an act to amend the Act incorporating the *Windsor* and *Essex* Centre Railway Company has been published, but no notice has been given with regard to the legalization of certain By-laws mentioned in said Petition. The Committee report that the Rules of your Honourable House have not been complied with in regard to the legalization of said By-laws.

Mr. *Pardee*, from the Standing Committee on Railways, presented their Fifth Report which was read as follows:—

The Committee have carefully considered the following Bills, and report the same without amendment:—

Bill (No. 45), To confirm a By-law of the County of *Prince Edward*, granting aid to the *Prince Edward County* Railway Company.

Bill (No. 14), Respecting the *Prince Edward County* Railway Company.

Bill (No. 44), To revive and amend the Act incorporating the *Lambton Central* Railway Company.

The Committee have also considered the following Bills, and have prepared certain amendments thereto respectively:—

Bill (No. 40), To incorporate the *Sault Ste. Marie* Railway Company.

Bill (No. 51), Respecting the *Georgian Bay* and *Wellington* Railway Company.

The Committee have also considered Bill (No. 32), To incorporate the *Grand Ontario Central* Railway Company, and find the preamble thereof not proven on the ground that the legislation sought for by the said Bill is not expedient in the public interest; and the Committee recommend that the fees on the Bill, less the actual cost of printing, be remitted.

Mr. *Fraser*, from the Standing Committee on Private Bills, presented their Fifth Report, which was read as follows:—

The Committee have carefully considered Bill (No. 30), To incorporate the Village of *Warton*, and have prepared certain amendments thereto.

Ordered, That the fees, less the actual cost of printing, be remitted on the following Bills:—Bill (No. 13), *Erie* and *Huron* Railway Company, Bill (No. 32), *Grand Ontario Central* Railway Company.

On motion of Mr. *Gibson*, seconded by Mr. *Chisholm*,

Ordered, That the name of *D. McCraney*, Esquire, be added to the Committee on Municipal matters.

The following Bills were severally introduced, and read the first time :—

Bill (No. 89), intituled "An Act respecting the City of *Guelph*."—Mr. *Laidlaw*.
Referred to the Committee on Private Bills.

Bill (No. 22), intituled "An Act respecting the construction of a branch of the *Bellerive* and *North Hastings* Railway to the Village of *Tweed*."—Mr. *Boulter*.
Referred to the Committee on Railways.

Bill (No. 39), intituled "An Act to amend the Acts incorporating the *William Hall* *Peterborough* Protestant Poor Trust."—Mr. *Scott*.
Referred to the Committee on Private Bills.

Bill (No. 16), intituled "An Act to amend the Acts incorporating the *North Simcoe* *Junction* Railway Company."—Mr. *Gibson* (*Hamilton*).
Referred to the Committee on Railways.

Bill (No. 56), intituled "An Act respecting the *Victoria* Railway Company."—Mr. *Peck*.
Referred to the Committee on Railways.

Bill (No. 3), intituled "An Act to incorporate the *Bayfield* and *South Huron* Railway Company."—Mr. *Bishop*.
Referred to the Committee on Railways.

Bill (No. 4), intituled "An Act to authorize the Trustees of *St. Andrew's* Church, *Williamstown*, to sell certain lands."—Mr. *McMaster*.
Referred to the Commissioners of Estate Bills.

Bill (No. 46,) intituled "An Act to amend the Act incorporating the *Windsor* and *Essex Centre* Railway Company."—Mr. *White*.
Referred to the Committee on Railways.

Bill (No. 43), intituled "An Act to amend and more accurately define the boundaries of the Town of *Woodstock*."—Mr. *Wells*.
Referred to the Committee on Private Bills.

On motion of Mr. *Young*, seconded by Mr. *Deroche*,

Resolved, That the quorum of the Select Committee appointed to enquire into the subject of frequent accidents to brakemen and others employed on Railways be reduced to five Members.

On motion of Mr. *Morris*, seconded by Mr. *Meredith*,

Ordered, That there be laid before this House, a Return of all correspondence between the Department of the Attorney-General and *John Small*, Esquire, clerk in the Queen's Bench office, in *Toronto*, wherein he was informed that his retention of his office was conditional on his withdrawal from the City Council, of *Toronto*, and his abstinence from taking any part in Elections, whether for the House of Commons, or Legislative Assembly, together with the reply of the said *John Small* thereto, and copies of all letters and documents accompanying the same, or referred to therein.

The Attorney-General delivered to Mr. Speaker a Message from the Lieutenant-Governor, signed by himself, and the said Message was read by Mr. Speaker, and is as follows:—

D. A. MACDONALD.

The Lieutenant-Governor transmits Estimates of certain sums required for the service of the Province for the year ending 31st December, 1880, and for balance to complete the service of 1879, and recommends them to the Legislative Assembly.

GOVERNMENT HOUSE,
January 28th, 1880.

(Sessional Papers No. 2.)

Ordered, That the Message of the Lieutenant-Governor, together with the Estimates accompanying the same, be referred to the Committee of Supply.

The following Bill was read the second time :—

Bill (No. 41), To legalize By-law No. 310 of the City of *Brantford*.
 Referred to the Committee of the Whole House To-morrow.

The House resolved itself into a Committee to consider Bill (No. 86), To amend the Agriculture and Arts Act, and, after some time spent therein, Mr. Speaker resumed the Chair ; and Mr. *Sinclair* reported, That the Committee had directed him to report the Bill without any amendment.

Ordered, That the Bill be read the third time To-morrow.

The House then adjourned at 5.40 p.m.

Thursday, 29th January, 1880.

3 O'CLOCK P.M.

PRAYERS.

Mr. Speaker informed the House, That the Clerk had received from the Judges appointed to inquire into and report on Estate Bills, their Report in the following case :—

Bill (No. 38), Relating to *Christ Church, Ottawa*.

The Report was then read by the Clerk, at the Table, as follows :—

TORONTO,
 28th January, 1880.

SIR,

The Chief Justice of the Common Pleas has the honour to acknowledge the receipt of your communication of the 24th instant, in the matter of the Petition, and Private Bill (No. 38), now before the Legislature.

We, the undersigned, have examined the Bill, and have the honour to report to the House :

That the present Bill is very similar to the one referred to in it, the 36 Vic., c. 136, which authorized the Rector and Churchwardens of the same Church, *Christ Church, Ottawa*, to borrow on debentures the sum of \$20,000.

The present Bill recites that the Rector and Churchwardens be authorized to issue debentures for such an amount as will be sufficient to redeem such of the debentures issued and now outstanding under the former Act, and to pay a floating debt now owing by the said vestry ; such amount, in the whole, not to exceed \$20,000.

Whether any, or what part of the former issue of debentures has been paid off and, if a part of it, what part, does not appear ; nor what the amount of the floating debt is, or what it is for, the Petition at any rate, might have detailed these facts.

It may be said that, if the Legislature is to be appealed to to sanction the exercise of such a power, it is not unreasonable it should be informed what the actual condition of affairs is, which requires, as is suggested, the grant of such a power.

That power being the right to borrow in the money market under the authority of an Act of the Legislature, which necessarily gives to the transaction a greater degree of confidence with purchasers than it would otherwise possess.

The Bill, we think, should have a day beyond which the debentures should not be allowed to run, computing from the day of the passing of the Act.

In other respects, and assuming that the House is satisfied on these points, or does not consider them of sufficient importance to require to be amended, we are of opinion the Bill is reasonable to be passed into a law ; that the provisions thereof are proper for carrying its purposes into effect, and that the only alterations which we suggest to be made in it, are those which are before specified.

We return the Petition and copy of Bill which accompanied your communication.

We have the honour to be,

Sir,

Your most obedient Servants,

ADAM WILSON, *C. J., C. P.*
J. D. ARMOUR, *J., C. P.*

To *Charles T. Gillmor, Esq.,*
Clerk Legislative Assembly.

Ordered, That Bill (No. 38), Relating to *Christ Church, Ottawa*, be referred to the Committee on Private Bills, with instructions to consider the same with reference to the suggestions of the Commissioners of Estate Bills thereon.

The following Petitions were severally brought up and laid upon the Table :—

By Mr. *Broder*—The Petition of *Ivor McIvor* and others, of *Bethune*.

By Mr. *McMahon*—The Petition of *Joseph Hunter* and others, of *Proudfoot*.

By Mr. *Morris*—Two Petitions of the City Council of *Toronto*.

By Mr. *Miller*—The Petition of *Joseph Pascoe* and others, of *Armour* ; also, the Petition of *Andrew Starratt* and others, of *Ryerson*.

The following Petitions were read and received :—

Of the Township Council of *Orillia*, praying that the Bill before the House respecting the *Midland Railway* may not pass.

Of *Henry Caldwell* and others, of *Holland*, praying that the Township may not be grouped with others in the granting aid by way of bonus to the *Toronto, Grey and Bruce Railway*.

Of the Township Council of *Watt*, respecting the proposed route of the *Ontario and Pacific Junction Railway*.

Mr. *Parker*, from the Standing Committee on Railways, presented their Sixth Report, which was read as follows :—

The Committee have examined Bill (No. 28), Respecting the *London Junction Railway Company*, and report the same without amendment.

The Committee have also examined Bill (No. 19), Respecting the *Grand Junction Railway Company*, and have prepared certain amendments thereto.

Mr. *Fraser*, from the Standing Committee on Private Bills, presented their Sixth Report, which was read as follows :—

The Committee have carefully considered Bill (No. 36), To divide the County of *Renfrew* for registration purposes, and report the preamble not proven, on the ground that, in their opinion, legislation in the premises is not desirable.

The Committee further report that Bill (No. 52), Respecting the sale of land for taxes in *Shuniah*, has been withdrawn by the promoters thereof.

The Committee recommend that the fees, less the actual cost of printing, be remitted on the said Bills.

Ordered, That the fees, less the actual cost of printing, be remitted on Bill (No. 36), *Renfrew*, and Bill (No. 52), *Shuniah*.

The following Bill was read the third time, and passed :—

Bill (No. 86), To amend the Agricultural and Arts Act.

Mr. *Hardy*, presented to the House a Return to an Order of the House of the 26th February, 1879, shewing total number of Tavern Licenses granted to each Municipality of the West Riding of *Middlesex* in the year 1878 ; also, total number of Shop Licenses : total amount of money received from each of the said Municipalities for such licenses : total amount received for fines ; total amount deposited in banks ; date of deposit : where, and by whom deposited ; amounts and dates of payments to Treasurer of each Municipality ; expenses of Commissioners and Inspectors, salary, or fees ; balance if any, remaining to credit License Fund of the West Riding of *Middlesex*. (*Sessional Paper No. 28.*)

The House, according to Order, again resolved itself into the Committee of Supply.

(*In the Committee.*)

Resolved, That there be granted to Her Majesty, for the service of the year 1880, the following sums :—

1. To defray the expenses of Government House, *Toronto*, as follow :—

Water	\$265 00
Gas	900 00
Fuel	2,000 00
Repairs	700 00
Furnishing	200 00
Planting and plants	100 00
Gardener and caretaker	500 00
Assistant gardeners	715 00
Contingencies	200 00

Total..... \$5,580 00

Mr. Speaker resumed the Chair ; and, Mr. *Sinclair* reported, That the Committee had come to a Resolution ; also, That the Committee had directed him to ask for leave to sit again.

Ordered, That the Report be received To-morrow.

Resolved, That the Committee have leave to sit again To-morrow.

The House then adjourned at 10.20 p.m.

Friday, 30th January, 1880.

3 O'CLOCK P.M.

PRAYERS.

The following Petitions were severally brought up, and laid upon the Table :—

By the Attorney-General—The Petition of *J. W. Menzies* and others, of *Peterborough* ; also, the Petition of *W. Carson* and others, of *Woodstock* ; also, the Petition of *J. S. Betzner* and others, of *West Zorra* ; also, the Petition of *E. Cody* and others ; also, the Petition of *George Ross* and others, all of *Embro*.

By Mr. *Pardee*—The Petition of *W. C. Henderson* and others, of *Sarnia*.

By Mr. *Murray*—The Petition of the County Council of *Renfrew*.

By Mr. *Rosevear*—The Petition of the Town Council of *Port Hope*.

The following Petitions were read and received :—

Of the Township Council of *Thorah*, praying that the Bill before the House relating to the *Midland Railway Company* may pass.

Of the Township Council of *Rosch*, praying for certain amendments to the Liquor License Act respecting the granting of Licenses.

Of the Township Council of *Rosch*, praying for certain amendments to the Act for the protection of sheep, respecting the tax on dogs.

Of the Township Council of *Cardwell*, requesting the route of the *Ontario and Pacific Junction Railway*.

Of *John H. Whelan* and others, of *Newboro'*, praying for certain amendments to the Municipal Act respecting the expenses of carrying out its provisions.

Of the *Huron and Ontario Ship Canal Company*, praying that some steps may be taken to advance the interests of the Company.

Of *J. C. Lundy* and others, of *Whitchurch*, praying that the Bill before the House to separate the County of *York* for Municipal purposes may pass.

Of the Town Council of *Winthrop*, praying that the Bill before the House relating to the extension of the *Toronto, Grey and Bruce Railway Company* may pass.

Mr. *Feaser*, from the Standing Committee on Private Bills, presented their Seventh Report, which was read as follows :—

The Committee have carefully considered Bill (No. 38), Relating to *Christ Church, Ottawa*, and have prepared certain amendments thereto. They have also amended the preamble of the Bill to conform with the facts before the Committee.

The Committee further report that Bill (No. 17), To amend the City of *Toronto Consolidation Debenture Act of 1879*, has been withdrawn by the promoters thereof.

The Committee recommend that the fees, less the actual cost of printing, be remitted on both of the Bills.

Mr. *Purdee*, From the Standing Committee on Railways, presented their Seventh Report, which was read as follows :—

The Committee have carefully considered Bill (No. 59), To revive and amend the Act incorporating the *Port Stanley, Strathroy and Port Franks Railway Company*, and have prepared certain amendments thereto.

Ordered, That the fees, less the actual cost of printing, be remitted on Bill (No. 38), *Christ Church, Ottawa*, and on Bill (No. 17), *Toronto Debenture Act*.

On motion of Mr. *Lauder*, seconded by Mr. *Meredith*,

Ordered, That the following documents be referred to the Standing Committee on Printing : Sessional Paper, No. 34, of the Session of 1878, and Sessional Papers Nos. 35, 48, 60 and 61, of the Session of 1879.

On motion of Mr. *Creighton*, seconded by Mr. *Lauder*,

Ordered, That there be laid before this House, a Return of all Departmental Orders or instructions to License Commissioners or Inspectors, with a view to furnishing to the Municipalities details of expenditure of License Fund.

Mr. *Bell* moved, seconded by Mr. *Broder*,

That there be laid before this House, a Return of any Rules or Orders made by the Superior Courts, and now in force, declaring the fees to be allowed to any Counsel, Attorney, or any officer or person, for any business done in any of the Courts.

And, a Debate having arisen, the Motion was, by leave of the House, withdrawn.

On motion of Mr. *Deroche*, seconded by Mr. *Paxton*,

Ordered, That there be laid before this House, a Return of all fees received by *John Hoskins*, guardian *ad litem* of infants, in the Court of Chancery, during the year 1879, distinguishing disbursements from fees : the number and names of the clerks employed by

him to assist him in such guardianship ; the salary paid to each of said clerks in connection therewith, and if any of such clerks have been otherwise employed, the nature and extent of such employment, and also the particulars of any other expenditure incurred by him as such guardian.

The following Bills were severally read the second time :—

Bill (No. 85), To amend the Municipal Act.

Referred to the Select Committee on Municipal matters.

Bill (No. 87), To amend the Municipal Act.

Referred to the Select Committee on Municipal matters.

Bill (No. 94), To amend the Municipal Act.

Referred to the Select Committee on Municipal matters.

Bill (No. 9), To incorporate the *Erie* Fire Insurance Company.

Referred to a Committee of the Whole House on Monday next.

Bill (No. 12), To incorporate the *Port Rowan* and *Lake Shore* Railway Company.

Referred to a Committee of the Whole House on Monday next.

Bill (No. 11), To authorize the Trustees of the Presbyterian Congregation of *Lobo*, known as *Melville* Church, to sell certain lands.

Referred to a Committee of the Whole House on Monday next.

Bill (No. 25), To amend the Act incorporating *Alma* College.

Referred to a Committee of the Whole House on Monday next.

Bill (No. 2), To extend the powers of the City Gas Company.

Referred to a Committee of the Whole House on Monday next.

Bill (No. 15), To confirm a certain By-law of the Town of *Owen Sound*.

Referred to a Committee of the Whole House on Monday next.

Bill (No. 29), To legalize certain By-laws of the Town of *Orillia*.

Referred to a Committee of the Whole House on Monday next.

Bill (No. 5), To provide for the division of the Township of *Luther*.

Referred to a Committee of the Whole House on Monday next.

Bill (No. 54), Relating to the incorporation of the Village of *Chesley*.

Referred to a Committee of the Whole House on Monday next.

Bill (No. 45), To confirm a By-law of the County of *Prince Edward* granting aid to the *Prince Edward County* Railway Company.

Referred to a Committee of the Whole House on Monday next.

Bill (No. 14), Respecting the *Prince Edward County* Railway Company.

Referred to a Committee of the Whole House on Monday next.

Bill (No. 44), To revive and amend the Act incorporating the *Lambton Central* Railway.

Referred to a Committee of the Whole House on Monday next.

Bill (No. 51), Respecting the *Georgian Bay* and *Wellington* Railway Company.

Referred to a Committee of the Whole House on Monday next.

Bill (No. 30), To incorporate the Village of *Warton*.

Referred to a Committee of the Whole House on Monday next.

Bill (No. 91), To amend the Act respecting Land Surveyors and the Survey of Lands.

Referred to a Committee of the Whole House on Monday next.

The Order of the Day for the second Reading of Bill (No. 92), To amend the Free Grants and Homesteads Act having been read,

Mr. *Pardee* moved,

That the Bill be now read the second time,

And, the Motion having been put, was carried, on the following Division :—

YEAS :

Messieurs

<i>Aurey,</i>	<i>Ferris,</i>	<i>Livingston,</i>	<i>Peck,</i>
<i>Badgerow,</i>	<i>Field,</i>	<i>Lyon,</i>	<i>Robinson (Cardwell),</i>
<i>Baxter,</i>	<i>Fraser,</i>	<i>McCraney,</i>	<i>Robinson (Kent),</i>
<i>Blezard,</i>	<i>Freeman,</i>	<i>Mack,</i>	<i>Sinclair,</i>
<i>Bonfield,</i>	<i>Gibson (Huron),</i>	<i>Miller,</i>	<i>Springer,</i>
<i>Caldwell,</i>	<i>Hardy,</i>	<i>Mowat,</i>	<i>Striker,</i>
<i>Cascaden,</i>	<i>Hawley,</i>	<i>Nairn,</i>	<i>Waters,</i>
<i>Chisholm,</i>	<i>Hay,</i>	<i>Neelon,</i>	<i>Watterworth,</i>
<i>Cook,</i>	<i>Hunter,</i>	<i>Pardee,</i>	<i>Widdifield,</i>
<i>Crooks,</i>	<i>Lees,</i>	<i>Paxton,</i>	<i>Wood—41.</i>
<i>Dryden,</i>			

NAYS.

Messieurs

<i>Baker,</i>	<i>Creighton,</i>	<i>Macmaster,</i>	<i>Murray,</i>
<i>Baskerville,</i>	<i>French,</i>	<i>Meredith,</i>	<i>Near,</i>
<i>Bell,</i>	<i>Graham,</i>	<i>Merrick,</i>	<i>Parkhill,</i>
<i>Boulter,</i>	<i>Harkin,</i>	<i>Metcalfe,</i>	<i>Richardson,</i>
<i>Broder,</i>	<i>Jelly,</i>	<i>Morgan,</i>	<i>Tooley,</i>
<i>Calvin,</i>	<i>Lauder,</i>	<i>Morris,</i>	<i>Wigle—24.</i>

The Bill was then read the second time, and referred to a Committee of the Whole House on Monday next.

Mr. *Hardy* presented to the House by command of the Lieutenant-Governor :—

Annual Report of the Council of University College, *Toronto*, for the year ending 31st December, 1879. (*Sessional Paper No. 29.*)

Also :—Report of the School of Practical Science for the year 1879 ; also copy of the amended Prospectus, with a syllabus of the courses of Instruction and of the Regulations for Diplomas of the School. (*Sessional Paper No. 13.*)

Also :—In obedience to an Order of the House of the 20th January, a Return from the Treasurer of the Agriculture and Arts Association, giving a detailed statement of its income and expenditure for the years 1878 and 1879. (*Sessional Paper, No. 30.*)

The House then adjourned at 10.50 p.m.

Monday, 2nd February, 1880.

3 O'CLOCK P.M.

PRAYERS.

The following Petitions were severally brought up, and laid upon the Table :

By Mr. *Morgan*—The Petition of *William B. Evans* and others, of *Port Dover*.

By Mr. *Richardson*—The Petition of the County Council of *Leeds and Grenville*.

By Mr. *Cascaden*—The Petition of the County Council of *Elgin*.

By Mr. *Ballantyne*—The Petition of *E. W. Harding* and others, of *St. Mary's*.

Mr. *Fraser*, from the Standing Committee on Private Bills, presented their Eighth Report, which was read as follows :—

The Committee have carefully considered the following Bills, and have prepared certain amendments thereto respectively :—Bill (No. 58), Respecting the City of *St. Catharines* ; Bill (No. 57), Respecting the County of *Dufferin* ; Bill (No. 6), To limit the borrowing powers of the English Loan Company, and to amend the charter thereof ; Bill (No. 39), To amend the Act incorporating the *William Hall Peterborough* Protestant Poor Trust.

The Committee have also examined Bill (No. 43), To amend and more accurately define the boundaries of the Town of *Woodstock*, and report the same without amendment.

The Committee further report that Bill (No 31), To separate certain Townships from the County of *York* and to erect the same into the County of *North York*, has been withdrawn by the promoters thereof, and recommend that the fees, less the actual cost of printing, be remitted on the said last mentioned Bill.

Mr. *Pardee*, from the Standing Committee on Railways, presented their Eighth Report, which was read as follows :—

The Committee have examined the following Bills, and have prepared certain amendments thereto respectively : Bill (No. 10), To amend the several Acts relating to the *Toronto, Grey and Bruce* Railway ; Bill (No. 48), To incorporate the *Victoria Northern Extension* Railway Company.

Ordered, That the fees, less the actual cost of printing, be remitted on Bill (No. 31), Separation of *York*.

The following Bills were severally introduced, and read the first time :—

Bill (No. 99), intituled “An Act to amend the Assessment Act.”—Mr. *Calvin*.

Ordered, That the Bill be read the second time on Wednesday next.

Bill (No. 100), intituled “An Act to amend the Act for the protection of Game and Fur-bearing Animals.”—Mr. *Caldwell*.

Ordered, That the Bill be read the second time on Wednesday next.

The House resolved itself into a Committee, severally to consider the following Bills :—

Bill (No. 41), To legalize By-law No. 310 of the City of *Brantford*.

Bill (No. 12), To incorporate the *Port Rowan and Lake Shore* Railway Company.

Bill (No. 15), To confirm a certain By-law of the Town of *Owen Sound*.

Bill (No. 29), To legalize certain By-laws of the Town of *Orillia*.

Bill (No. 54), Relating to the incorporation of the Village of *Chesley*.

Bill (No. 14), Respecting the *Prince Edward County* Railway Company.

Bill (No. 44), To revive and amend the Act incorporating the *Lambton Central* Railway.

Bill (No. 51), Respecting the *Georgian Bay and Wellington* Railway Company.

Mr. Speaker resumed the Chair ; and Mr. *Sinclair* reported, That the Committee had directed him to report the several Bills without any amendment.

Ordered, That the Bills be severally read the third time To-morrow.

The House resolved itself into a Committee severally to consider the following Bills :—

Bill (No. 9), To incorporate the *Southern Fire Insurance* Company.

Bill (No. 11), To authorize the Trustees of the Presbyterian Congregation of *Lobo*, known as *Melville Church*, to sell certain lands.

Bill (No. 45), To confirm a By-law of the County of *Prince Edward*, granting aid to the *Prince Edward County Railway Company*.

Mr. Speaker resumed the Chair ; and Mr. *Sinclair* reported, That the Committee had directed him to report the several Bills with certain amendments.

Ordered, That the Bills reported be severally read the third time To-morrow.

The following Bills were severally read the second time :—

Bill (No. 38), Relating to *Christ Church, Ottawa*.

Referred to a Committee of the Whole House To-morrow.

Bill (No. 88), To amend the Municipal Act.

Referred to the Select Committee on Municipal matters.

Bill (No. 89), To amend the Municipal Act.

Referred to the Select Committee on Municipal matters.

Bill (No. 95), To amend the Act to prevent the spreading of *Canada* Thistles.

Referred to the Select Committee on Municipal matters.

The House resolved itself into a Committee to consider Bill (No. 92), To amend the Free Grants and Homestead Act ; and, after some time spent therein, Mr. Speaker resumed the Chair ; and Mr. *Sinclair* reported, That the Committee had directed him to report the Bill with certain amendments.

Ordered, That the Amendments be taken into consideration To-morrow.

The House resolved itself into a Committee to consider Bill (No. 60), Respecting the Agricultural College ; and, after some time spent therein, Mr. Speaker resumed the Chair ; and Mr. *Sinclair* reported, That the Committee had directed him to report the Bill with certain amendments.

Ordered, That the Amendments be taken into consideration To-morrow.

The House resolved itself into a Committee to consider Bill (No. 91), To amend the Act respecting Land Surveyors and the Survey of Lands ; and, after some time spent therein, Mr. Speaker resumed the Chair ; and Mr. *Sinclair* reported, That the Committee had directed him to report the Bill without any amendment.

Ordered, That the Bill be read the third time To-morrow.

On motion of Mr. *Young*, seconded by Mr. *Ross*,

Resolved, That an humble Address be presented to the Lieutenant-Governor, praying that he will cause to be laid before this House, a Return of copies of any correspondence or papers, not hitherto brought down, which may have passed between the Government of *Ontario* and the Government of the Dominion, or the Government of the Province of *Quebec*, in relation to the final settlement of the Accounts of the late Province of *Canada*.

On motion of the Attorney-General, seconded by Mr. *Fraser*,

Ordered, That the names of Messieurs *Wood*, *Livingstone* and *White* be added to the Select Committee on Municipal matters.

Mr. *Hardy* presented to the House, by command of the Lieutenant-Governor :—

Report of the Inspector of Insurance for the year ending 31st December 1879. (*Sessional Paper No. 21.*)

Also :—Report of the *Ontario* School of Art and Design for the year ending 31st December, 1879. (*Sessional Paper No. 31.*)

Also :—The Bursar's statements of cash transactions of the University of *Toronto* for the year ending 30th June 1879. (*Sessional Paper No. 17.*)

The House then adjourned at 5.50 p.m.

Thursday, 3rd February, 1880.

3 O'CLOCK P.M.

PRAYERS.

Mr. Speaker informed the House, That the Clerk had received from the Judges appointed to inquire into and report on Estate Bills, their Report in the following case:—

Bill (No. 4), To authorize the Trustees of *St. Andrew's Church, Williamstown*, to sell certain land.

OSGOODE HALL,
2nd February, 1880.

The undersigned, to whom, with other Judges of the Superior Courts of Law and Equity, Commissions have been issued to report in respect of Estate Bills, or Petitions for Estate Bills, which may be submitted to the Legislative Assembly of *Ontario*, have the honour to state in reference to Estate Bill (No. 4), referred to us for our opinion as follows:—

From our former report of 13th February, 1879, it appears that the patent for this land granted it in trust for the benefit of the resident minister for the time being of the Congregation of the Presbyterian Church at *Williamstown*.

The petition sent to us as that upon which this Bill is founded is signed by fifteen persons, one of them being the pastor of the congregation, but it does not appear from the petition how the others are interested in or connected with the congregation.

The petition prays that a Bill may be passed vesting the right in the Trustees of the *Williamstown St. Andrew's Church* property, to sell this land, and apply the proceeds of sale in accordance with the terms laid down in the original patent from the Crown.

The Bill recites that a petition had been presented by certain persons, trustees of the property; two of the persons named as trustees do not sign the petition, viz.: *John W. Ferguson* and *Duncan B. MacLennan*; it further recites that, by their petition, the trustees ask power to sell, "and to apply the proceeds of such sale for the purpose of improving other property which is attached to the Church, or for purposes connected with the interests of the congregation adhering to said Church." That is not the prayer of the petition sent to us as appears above.

Section two of the Bill, however, directs that the proceeds of the sale shall be applied to the improvement of the glebe attached to the church and in such other manner as the trustees may deem best for the interest of the resident minister of the congregation adhering to the Presbyterian Church in *Canada* in accordance with the terms of the Patent deed.

The Patent expresses the intention of the grant to be for the benefit of the resident minister *for the time being*, evidently intending that it should be a permanent endowment.

It may be very reasonable and proper for the Legislature under certain circumstances to sanction the alienation of trust property when held in trust in the manner this is, but there is no circumstance stated here shewing any reason for the sale but the simple desire of the trustees and the pastor, and of a few others, whom we may assume to be members of the congregation.

It is not shewn that there is any necessity for the sale, either from the condition of the congregation, or of the property, or that for any reason a sale would be advisable, and, in the absence of that, the desire on the part of the pastor and of the whole congregation even would not be a valid reason for authorizing the alienation.

We are of the opinion that upon the circumstances before us it is not shewn to be reasonable that the proposed Bill should pass into law.

J. G. SPRAGGE, C.
W. PROUDFOOT, V. C.

To *Charles T. Gillmor, Esq.*,
Clerk of the Legislative Assembly.

The following Petitions were severally brought up, and laid upon the Table:—

By Mr. *Ballantyne*—The Petition of the Township Council of *Blanshard*; also the Petition of the Town Council of *St. Mary's*

By Mr. *White*—Three Petitions of the County Council of *Essex*.

By Mr. *Robinson (Kent)*—The Petition of the County Council of *Kent*.

By Mr. *Near*.—The Petition of *Joshua Jackson* and others, of *Welland*.

The following Petitions were read and received:—

Of the City Council of *Toronto*, praying for certain amendments to the Assessment Act respecting Parks and Lawns.

Of *Ivor McIvor* and others, of *Bethune*; also of *Joseph Hunter* and others, of *Proudford*; also, of *Joseph Pascos* and others, of *Armour*; also, of *Andrew Starratt* and others, of *Ryerson*, severally praying, respecting the route of the *Ontario and Pacific Junction* Railway.

Of the City Council of *Toronto*, praying that the Bill before the House respecting the collection of market fees may not pass.

Of *S. S. Betner* and others, of *West Zorra*; also, of *George Ross* and others; also, of *E. Cady* and others, all of *Embro*, severally praying, that the Bill before the House respecting the *St. Mary's, Credit Valley and Huron* Railway, may pass.

Of *W. Carson* and others, of *Woodstock*; also, of *W. C. Henderson* and others, of *Sarnia*, severally praying, that the sale of intoxicating liquors be prohibited on certain holidays.

Of the Town Council of *Port Hope*, praying that the Bill before the House respecting the *Midland* Railway may not pass.

Of the County Council of *Renfrew*, praying that the Bill before the House to separate the County for Registration purposes may not pass.

Of *W. C. Mercies* and others, of *Peterborough*, praying that the Bill before the House respecting the *Toronto and Ottawa* Railway may not pass.

Mr. *Pardee*, from the Standing Committee on Railways, presented their Ninth Report, which was read as follows:—

The Committee have considered Bill (No. 7), Respecting the *Midland* Railway of *Canada*, and have amended the preamble thereof to make the same conform to the provisions of the Bill, and have also prepared certain other amendments thereto.

The following Bills were severally introduced, and read the first time:—

Bill (No. 101), intituled "An Act to extend the jurisdiction of the Division Courts, and to regulate the officials of the said Courts."—Mr. *Hardy*.

Ordered, That the Bill be read the second time on Thursday next.

Bill (No. 102), intituled "An Act to abolish priority of, and among Execution Creditors."—The Attorney-General.

Ordered, That the Bill be read the second time on Thursday next.

Bill (No. 103), intituled "An Act respecting Public Officers of Ontario."—Mr. *Graham*.

Ordered, That the Bill be read the second time on Thursday next.

Bill (No. 104), intituled "An Act to amend certain particulars in the law of Real Property."—The Attorney-General.

Ordered, That the Bill be read the second time on Thursday next.

Bill (No. 105), intituled "An Act Respecting the collection of Taxes in the Districts of *Algonia, Muskoka, Parry Sound, Nipissing* and *Thunder Bay*."—The Attorney-General.

Ordered, That the Bill be read the second time on Thursday next.

The Order of the Day for the Consideration of the Amendments made in Committee on Bill (No. 92), To amend the Free Grants and Homesteads Act, having been read,

Ordered, That the Order be discharged, and that the Bill be forthwith referred back to the Committee with instructions to amend the same.

The House accordingly resolved itself into the Committee; and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *Sinclair* reported, That the Committee had amended the Bill as directed.

Ordered, That the Amendments be considered To-morrow.

The House, according to Order, resolved itself into the Committee of Supply.

(In the Committee.)

Resolved, That there be granted to Her Majesty, for the service of the year 1880, the following sums :—

2. To defray the expenses of the Lieutenant-Governor's Office as follow :—

Private Secretary	\$1,200 00	
Official Secretary	800 00	
Messenger	400 00	
Contingencies	950 00	
Total		\$3,350 00

3. To defray the expenses of the Executive Council and Attorney-General's Office, as follow :

Attorney-General and Premier	\$5,000 00	
Clerk of Executive Council and Deputy of Attorney-General	2,800 00	
Secretary to Executive Council	1,200 00	
Assistant clerk of Executive Council	1,000 00	
Second clerk of Executive Council	650 00	
Third clerk of Executive Council	500 00	
Assistant messenger	200 00	
Towards establishing a law library	200 00	
Contingencies, including stationery and repairs	1,600 00	
Rent, fuel, gas and water, housekeeper and fireman	1,320 00	
Total		\$14,470 00

4. To defray the expenses of the Education Office, as follow :—

SALARIES :

Minister of Education	\$4,000 00
Deputy Minister	3,000 00
Secretary	2,000 00
Chief clerk and accountant	1,200 00
Clerk	1,000 00
Clerk	900 00
Clerk	1,100 00
Clerk	550 00
Clerk	700 00
Clerk	550 00
Clerk	600 00
Clerk	575 00
Clerk	550 00
Clerk	400 00

Clerk.....	\$350 00
Clerk.....	300 00
Caretaker.....	500 00

EXPENSES :

Postages.....	450 00
Printing paper for circulars and blanks.....	400 00
Fuel and light.....	400 00
Office stationery and account books.....	300 00
Books, newspapers, law and other reports.....	150 00
Law appeal cases.....	200 00
Office furniture, repairs and incidentals.....	200 00
Unpaid accounts for 1879.....	425 00

Total..... \$20,800 00

5. To defray the expenses of the Crown Lands Department, as follow :—

Commissioner.....	\$4,000 00
Assistant Commissioner.....	2,800 00
Law clerk.....	1,800 00
Shorthand-writer and clerk.....	1,000 00

Land Sales and Free Grants :—

Clerk.....	\$1,700 00
Clerk.....	1,250 00
Clerk.....	1,000 00
Clerk.....	850 00
Clerk.....	750 00

Surveys, Patents, and Roads :—

Clerk.....	\$1,500 00
Clerk.....	950 00
Chief clerk, patents.....	1,400 00
Clerk.....	1,200 00
Superintendent of colonization roads.....	1,800 00
Clerk.....	1,000 00

Woods and Forests :—

Chief Clerk.....	\$2,000 00
Clerk.....	1,000 00
Clerk.....	850 00
Clerk.....	700 00

Accounts :—

Accountant.....	\$1,000 00
Bookkeeper.....	1,250 00
Clerk.....	1,250 00
Clerk.....	850 00
Clerk.....	750 00
Registrar.....	1,600 00
Housekeeper.....	500 00
Messenger.....	500 00
Contingencies, including repairs of west wing.....	9,500 00

Total... \$44,750 00

6. To defray the expenses of the Department of Public Works, as follow:—

Commissioner	\$4,000 00
Architect	2,200 00
Engineer	1,500 00
Secretary of public works	1,750 00
Accountant and general clerk	1,200 00
Architectural draughtsman	939 00
Engineering draughtsman	939 00
Assistant draughtsman	700 00
First clerk	850 00
Second clerk	700 00
Carpenter, engaged on public buildings generally	624 00
Messenger	450 00
Contingencies	2,000 00
Office maintenance	1,320 00

Total..... \$19,172 00

7. To defray the expenses of the Treasurer's Office, as follow:—

Treasurer.....	\$4,000 00
Accountant.....	2,000 00
Clerk.....	1,000 00
Shorthand-writer and clerk of contingencies	1,050 00
Clerk.....	600 00
Cost of maintenance of east wing.....	2,500 00
Houskeeper, with house, fuel and light	400 00
Fireman.....	400 00
Contingencies.....	2,000 00

Audit Branch:

Auditor.....	1,600 00
Book-keeper	1,100 00
Clerk.....	800 00

Total..... \$17,450 00

8. To defray the expenses of the Department of Agriculture, as follow:—

Secretary	\$1,000 00
Expenses	400 00

Total..... \$1,400 00

9. To defray the expenses of Inspection of Public Institutions, as follow:—

Inspector	\$3,000 00
Clerk	1,000 00
Clerk	700 00
Shorthand-writer	1,000 00
Messenger	250 00
Travelling expenses	700 00
Expenses.....	800 00

Total... \$7,450 00

10. To defray expenses of Secretary's and Registrar's Office, as follow:—

Secretary and Registrar.....	\$4,000 00
Assistant Secretary.....	1,600 00

Clerk.....	\$900 00
Clerk.....	800 00
Clerk.....	750 00
Deputy Registrar.....	1,200 00
Clerk.....	800 00
Clerk.....	700 00
Messenger.....	400 00
Expenses.....	1,900 00

Registrar-General's Branch :—

First clerk.....	\$1,200 00
Clerk.....	800 00
Two clerks, \$800 each.....	1,600 00
Two clerks, \$600 each.....	1,200 00
Supply of blank forms for postmasters.....	300 00
Indices.....	200 00
Schedules, slips and circulars.....	1,100 00
Stationery and printing.....	300 00
Postages.....	250 00
Express charges.....	25 00
Travelling expenses in inspecting district registrars...	500 00
Binding returns.....	100 00
Expenses.....	150 00
First officer, license and administration of justice accounts.....	1,600 00
Accountant, license branch.....	1,200 00
Clerk.....	1,000 00
Clerk.....	600 00
Expenses.....	450 00

Total..... \$25,625 00

11. To defray the expenses of Immigration, as follow :

Secretary.....	\$1,200 00
Expenses.....	200 00

Total..... \$1,400 00

12. To defray Miscellaneous Expenses, as follow :

Cost of official gazette.....	\$4,200 00
Queen's printer.....	1,200 00
Clerk.....	500 00
Contingencies.....	100 00
Inspector of registry offices (including travelling expenses).....	1,500 00
Inspector of division courts, salary, and travelling expenses.....	1,800 00
Inspector of Insurance.....	2,000 00
Clerk.....	600 00
Expense.....	400 00
General clerk of works.....	1,200 00
Inspection of offices of deputy clerks of the crown, deputy masters and registrars in chancery and county courts.....	350 00

Total..... \$13,850 00

13. To defray the expenses of Legislation, as follow :—

Mr. Speaker.....	\$1,250 00
Clerk of the House.....	1,800 00

Clerk assistant	\$1,000 00
Law clerk	1,000 00
Clerk	900 00
Librarian	1,400 00
Accountant of the House, and stationery clerk.....	400 00
Sergeant-at-arms	600 00
Housekeeper and chief messenger.....	600 00
Three messengers.....	1,350 00
Fireman	400 00
Night watchman	450 00
Sessional writers, messengers and pages	7,000 00
Postages, and cost of house post office.....	3,000 00
Stationery, printing paper, printing and binding	18,000 00
Printing bills and distributing statutes.....	3,000 00
Increase of library	3,000 00
Indemnity to Members, including mileage	55,000 00
Subscription to newspapers and periodicals.....	1,000 00
Repairs and furniture.....	2,000 00
Fuel	1,500 00
Gas and other lighting	1,700 00
Water	450 00
Contingencies	2,000 00

Total\$108,800 00

14. To defray expenses of allowances to Superior Judges and Court of Appeal, as follow:—

Allowances granted by Rev. Stat. <i>Ont.</i> chap. 25.....	\$13,000 00
Registrar of court of appeal	2,000 00
Usher and crier	50 00
Messenger.....	450 00
Engrossing, &c.....	400 00
Law Library.....	100 00
Contingencies	300 00

Total\$16,300 00

15. To defray the expenses of the Court of Chancery, as follow:—

Master	\$3,000 00
Taxing officer	1,600 00
Clerk	1,000 00
Junior clerk	600 00
Clerk of accounts.....	1,400 00
Registrar	2,100 00
First assistant registrar	1,200 00
Second assistant registrar	1,000 00
Clerk.....	600 00
Clerk.....	500 00
Clerk of records	1,200 00
Clerk.....	650 00
Referee in chambers	2,000 00
Clerk.....	900 00
Usher of court.....	600 00
Messenger and housekeeper.....	400 00
Contingencies, including \$200 for Judge's library....	1,845 00

Total\$20,595 00

16. To defray the expenses of the Court of Queen's Bench, as follow :—

Clerk of the crown and pleas.....	\$3,000 00
Senior clerk	1,400 00
Clerk	1,300 00
Junior clerk	600 00
Clerk of process	1,200 00
Assistant clerk of process	700 00
Housekeeper and messenger	500 00
Usher and crier	160 00
Assistant messenger.....	160 00
Contingencies, including \$100 for Judge's library	600 00

Total \$9,620 00

17. To defray the expenses of the Court of Common Pleas, as follow :—

Clerk of crown and pleas.....	\$2,500 00
Senior clerk.....	1,400 00
Junior clerk.....	1,000 00
Usher and crier.....	160 00
Contingencies, including \$100 for Judge's library....	250 00

Total \$5,310 00

18. To defray the expenses of Practice and other Courts, as follow :—

Clerk in chambers.....	\$1,800 00
Clerk of surrogate court.....	2,000 00
Clerk of assize.....	1,000 00
Expenses	100 00

Total \$4,900 00

19. To defray the expenses of Criminal Justice, as follow :—

Crown counsel prosecutions.....	\$10,000 00
Administration of criminal justice.....	150,000 00
Special services.....	4,000 00

Total \$164,000 00

20. To defray the expenses of Miscellaneous Justice, as follow :—

Deputy clerks of the crown and pleas.....	\$16,000 00
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DISTRICT OF ALGOMA :

Sheriff	1,400 00
Registrar	800 00
Clerk of the peace and district attorney.....	800 00
Clerk of the district court.....	500 00
Administration of justice	4,000 00
Rents	175 00

DISTRICT OF THUNDER BAY :

Two stipendiary magistrates	2,400 00
Sheriff	800 00
Administration of justice.....	5,500 00
Deputy clerk.....	150 00

DISTRICT OF NIPISSING:

Two stipendiary magistrates.....	\$2,600 00
Administration of justice.....	1,500 00

DISTRICT OF PARRY SOUND:

Stipendiary magistrate.....	1,800 00
Administration of justice.....	600 00

DISTRICT OF MUSKOKA:

Stipendiary magistrate.....	1,800 00
Administration of justice.....	500 00

PROVISIONAL COUNTY OF HALIBURTON:

Stipendiary magistrate.....	1,200 00
Administration of justice.....	500 00

PROVINCIAL POLICE:

Salary of police magistrates at <i>Clifton</i> and <i>Fort Erie</i> ..	\$1,000 00
Administration of justice.....	4,000 00

OTHER SERVICES:

Sheriffs and deputy clerks of the crown.....	\$6,000 00
Seals and other contingencies.....	300 00
Registration books for <i>Muskoka</i> , &c.....	200 00
Lighting and heating <i>Osgoode Hall</i>	3,000 00
Court of appeal and master's office.....	1,000 00
Shorthand reporters.....	7,000 00
County judges, &c., grouped counties.....	1,100 00
Water supply	250 00

Total..... \$66,875 00

34. To defray the expenses of the maintenance of the Asylum for the Insane, *Toronto*, as follow:—

SALARIES AND WAGES:

	No. of Officers and employees.	
Medical superintendent	1	\$2,000 00
Assistant superintendent.....	1	1,000 00
Clinical assistant	1	800 00
Bursar	1	1,400 00
Bursar's clerk	1	500 00
Storekeeper	1	600 00
Steward	1	700 00
Engineer	1	740 00
Stokers	2	504 00
Engine driver	1	240 00
Mason	1	550 00
Carpenters	2	1,050 00
Gardener	1	400 00
Assistant gardener	1	216 00
Porter and messenger	1	240 00
Baker	1	400 00

	No. of Officers and employees.	
* Assistant baker	1	\$216 00
Tailor	1	500 00
Farmer and assistant	2	480 00
Teamster	1	216 00
Night watchers	3	720 00
Chief attendants	7	1,848 00
Ordinary male attendants	17	3,624 00
Matron	1	400 00
Assistant matron	1	192 00
Chief attendants	6	672 00
Ordinary attendants	17	1,656 00
Night attendants	3	360 00
Cooks	5	564 00
Laundresses	5	504 00
Housemaids	5	468 00
Seamstress	1	108 00
Dairy maid	1	120 00

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EXPENSES :

Medicine and medical comforts	\$450 00
Fuel	7,500 00
Butchers' meat	11,500 00
Flour	8,000 00
Butter	4,000 00
Gas and oil	2,250 00
Water supply	2,000 00
Groceries	9,500 00
Fruit and vegetables	1,000 00
Bedding, clothing and shoes	5,500 00
Furniture and furnishings	1,500 00
Laundry and soap	1,200 00
Farm	1,000 00
Miscellaneous	1,500 00
Repairs and alterations	1,500 00
Printing, postage and stationery	850 00

Total \$83,238 00

35. To defray the expenses of the maintenance of the Asylum for the Insane, *London*, as follow :—

SALARIES AND WAGES :

	No. of Officers and employees.	
Medical superintendent	1	\$2,000 00
Assistant physician	1	1,000 00
Second assistant physician	1	800 00
Third assistant physician	1	600 00
Bursar	1	1,400 00
Steward	1	800 00
Engineer	1	740 00
Assistant engineer	1	400 00
Bricklayer and plasterer	1	550 00
Stokers	5	1,332 00

	No. of Officers and employees.	
Carpenters	2	\$1,050 00
Painter	1	300 00
Gardener	1	400 00
Assistant gardener	1	240 00
Butcher	1	216 00
Porter and messenger	1	192 00
Baker	1	400 00
Assistant baker	1	216 00
Farmer	1	400 00
Ploughmen	2	672 00
Night watchers	3	744 00
Chief attendants	3	936 00
Ordinary male attendants	26	5,688 00
Cowman	1	216 00
Matron	1	500 00
Assistant matrons	2	250 00
Chief attendant	1	250 00
Ordinary female attendants	27	3,276 00
Night attendants	3	396 00
Cooks	5	660 00
Laundresses	5	552 00
Housemaids	9	936 00
Dairymaid	1	120 00
Tailoress	1	120 00
Seamstresses	2	240 00
Portress	1	120 50

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EXPENSES :

Medicine and medical comforts	500 00
Fuel	11,500 00
Butchers' meat	13,500 00
Flour	10,000 00
Butter	4,000 00
Gas and oil	3,000 00
Groceries	11,000 00
Fruit and vegetables	1,250 00
Bedding and clothing	10,000 00
Furniture and furnishings	1,500 00
Laundry and soap	2,000 00
Farm, feed, and fodder	2,000 00
Miscellaneous	1,500 00
Repairs and alterations	2,500 00
Printing, postage and stationery	1,000 00

Total.....\$103,962 00

36. To defray expenses of the maintenance of the Asylum for the Insane, *Kingston*,
as follow:—

SALARIES :

	No. of Officers and Employees.	
Medical superintendent	1	\$1,600 00
Assistant physician	1	1,000 00
Bursar	1	1,200 00

	No. of Officers and Employees.	
Steward	1	\$500 00
Storekeeper	1	500 00
Engineer	1	700 00
Assistant Engineer	1	400 00
Stoker	1	300 00
Carpenter	1	450 00
Baker	1	400 00
Cook	1	360 00
Farmer	1	400 00
Gardener	1	400 00
Ploughman	1	360 00
Messenger	1	180 00
Night watch	2	600 00
Attendants (who are also tradesmen)	5	1,800 00
Ordinary attendants	12	3,640 00
Matron	1	400 00
Attendants	12	1,440 00
Night watch	2	240 00
Laundress	2	264 00
Domestics	2	180 00

EXPENSES :

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Medicines	\$300 00
Butchers' meat, fish, fowl, &c.	7,000 00
Butter	2,250 00
Flour	5,000 00
Fuel	7,000 00
Gas and oil	500 00
Groceries	5,000 00
Fruit and vegetables	750 00
Milk	500 00
Bedding, clothing and shoes	4,000 00
Furniture and furnishings	1,000 00
Laundry, soap and cleaning	750 00
Printing, postage and stationery	600 00
Farm, feed and fodder	1,250 00
Repairs	1,000 00
Miscellaneous	1,000 00

Total \$55,214 00

37. To defray the expenses of the maintenance of the Asylum for the Insane
Hamilton, as follow :—

SALARIES :

No. of Officers
and Employees.

Medical superintendent	1	\$1,600 00
Assistant physician	1	800 00
Bursar	1	800 00
Steward	1	600 00
Engineer	1	600 00
Assistant engineer	1	240 00
Stoker and farm hand	1	240 00
Carpenter	1	500 00
Baker	1	400 00
Gardener and farmer	1	400 00

	No. of Officers and Employees.	
Messenger and porter	1	\$200 00
Chief attendant	1	300 00
Night watch	1	365 00
Ordinary attendants	13	3,120 00
Matron	1	400 00
Chief attendant	1	200 00
Ordinary female attendants	15	1,800 00
Night attendant	1	144 00
Cooks	2	264 00
Laundresses	3	384 00
Housemaids	4	432 00
Scamstress and tailoress	1	144 00

EXPENSES :

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Medicine and medical comforts	\$300 00
Fuel	5,000 00
Butchers' meat, fish and fowl	6,000 00
Flour, bread, &c	4,000 00
Butter	1,750 00
Gas and oil	1,250 00
Groceries	4,750 00
Fruit and vegetables	750 00
Bedding, clothing and shoes	3,000 00
Laundry, soap and cleaning	850 00
Furniture and furnishings	750 00
Farm feed and fodder	1,000 00
Repairs and alterations	1,000 00
Miscellaneous	750 00
Water supply	500 00
Printing, postage and stationery	400 00

Total \$45,983 00

38. To defray the expenses of the maintenance of the Asylum for
Idiots, *Orillia*, as follows:—

SALARIES :

No. of Officers
and Employees.

Medical superintendent	1	\$1,600 00
Bursar	1	1,100 00
Engineer	1	600 00
Assistant engineer	1	340 00
Gardener	1	375 00
Chief attendant	1	300 00
Night watch	1	340 00
Ordinary male attendants	4	960 00
Messenger, porter and stable-keeper....	1	240 00
Matron	1	300 00
Chief attendant	1	225 00
Ordinary female attendants	4	480 00
Night attendant	1	120 00
Cooks	2	264 00
Laundresses	2	252 00
Housemaids	4	384 00
Scamstress	1	144 00

EXPENSES :

Medicines and medical comforts.....	\$100 00
Fuel	1,100 00
Butchers' meat, fish and fowl.....	2,000 00
Flour.....	1,750 00
Butter	800 00
Gas and oil.....	30 00
Groceries	1,750 00
Fruit and vegetables.....	700 00
Bedding and clothing.....	1,500 00
Laundry, soap and cleaning.....	450 00
Furniture and furnishings.....	300 00
Farm, feed and fodder.....	400 00
Repairs and alterations.....	400 00
Miscellaneous	600 00
Milk	200 00
Printing, postage and stationery.....	200 00

Total..... \$20,574 00

39. To defray the expenses of the Central Prison at *Toronto*, as follow:—

SALARIES :

No. of Officers
and Employees.

Warden.....	1	\$2,000 00
Deputy warden	1	1,300 00
Bursar	1	1,200 00
Physician.....	1	1,000 00
Steward and storekeeper.....	1	750 00
Day guards	20	8,000 00
Hospital guard.....	1	400 00
Engineer and assistant.....	2	1,140 00
Baker and cook.....	1	400 00

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INDUSTRIAL DEPARTMENT:

No. of Officers
and Employees.

Accountant	1	\$1,000 00
Shoemaker	1	550 00
Tailor	1	600 00
Foreman and instructors.....	6	2,480 00
Night watch.....	1	400 00
Material	1	8,500 00

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EXPENSES :

Medicine and medical comforts	300 00
Butchers' meat and fish	6,500 00
Flour, bread and meal.....	5,500 00
Groceries	5,500 00
Bedding and clothing	5,000 00
Fuel	4,000 00
Gas and oil	1,000 00
Water supply	1,000 00
Laundry, soap and cleaning	700 00
Stationery, advertising, printing and postage.....	500 00
Library, schools and lectures.....	500 00

Furniture and furnishings.....	\$500 00
Stable, forage, &c.....	300 00
Grounds, garden, &c.	300 00
Repairs, &c.	250 00
Unenumerated	500 00

Total..... \$62,070 00

40. To defray the expenses of the Provincial Reformatory, *Penetanguishene*, as follow :—

SALARIES :	No. of Officers and Employees.	
Superintendent.....	1	\$1,600 00
Assistant superintendent.....	1	600 00
Bursar	1	850 00
Surgeon.....	1	500 00
Chaplains	2	800 00
School teachers.....	2	1,000 00
Chief guard and steward.....	1	600 00
Superintendent of new industries.....	1	550 00
Carpenter instructor	1	500 00
Cabinet-maker instructor.....	1	500 00
Engineer	1	500 00
Baker	1	300 00
Instructor in cooper, shoe & tailor shops,	3	1,200 00
Farmer	1	400 00
Ordinary guards	6	2,200 00
Night guards	3	1,160 00
Stable and gatekeepers	2	560 00
Sunday guard duty	160 00

EXPENSES :

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Rations	6,000 00
Clothing	3,000 00
Bedding	850 00
Farm, farm stock and stables.....	900 00
Hospital	150 00
Library and schools.....	500 00
Fuel	500 00
Cleaning, light and laundry.....	450 00
Furniture, tools and shop fixtures	600 00
Repairs, ordinary.....	500 00
Incidentals	750 00
Postage and Stationery	350 00
Accounts unpaid in 1878	1,134 14

Total..... \$29,664 00

41. To defray the expenses of the Institution for the Deaf and Dumb, *Belleville*, as follow :—

SALARIES :	No. of Officers and employees.	
Principal.....	1	\$1,600 00
Physician	1	500 00
Bursar.....	1	800 00
Matron	1	300 00

	No. of Officers and employees.	
Teachers.....	13	\$7,500 00
Visitors' attendant.....	1	100 00
Housekeeper.....	1	200 00
Engineer.....	1	600 00
Fireman.....	1	240 00
Farmer.....	1	400 00
Teamster.....	1	228 00
Gardener.....	1	300 00
Baker and cook.....	1	400 00
Night watchman.....	1	240 00
Carpenter and assistant.....	2	650 00
Shoemaker.....	1	500 00
Messenger.....	1	120 00
Cook.....	1	156 00
Nurse ..	1	120 00
Maids.....	9	864 00
Supervisor of boys.....	1	240 00

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EXPENSES :

Medicine and medical comforts.....	\$ 125 00
Butchers' meat, fish and fowl	5,000 00
Flour.....	2,500 00
Butter	1,600 00
Groceries.....	2,750 00
Fruit and vegetables.....	500 00
Bedding and clothing.....	600 00
Fuel	3,500 00
Gas and oil	1,300 00
Laundry, soap and cleaning.....	500 00
Furniture and furnishing.....	500 00
Farm, feed and fodder.....	600 00
Repairs and alterations.....	500 00
Advertising, printing, stationery and postage.....	400 00
Books, apparatus and appliances.....	600 00
Unenumerated.....	1,000 50

Total.....\$38,033 00

42. To defray the expenses of the Institution for the Blind, *Brantford*, as follow :—

SALARIES :

	No. of Officers and Employees.	
Principal	1	\$1,600 00
Physician.....	1	500 00
Bursar	1	800 00
Matron	1	300 00
Teachers.....	14	4,600 00
Trade instructor.....	1	1,000 00
Carpenter	1	400 00
Visitors' attendant.....	1	156 00
Engineer.....	1	600 00
Stoker.....	1	288 00
Fireman	1	240 00
Gardener	1	360 00
Teamster	1	240 00

	No. of Officers and employees.	
Porter	1	\$240 00
Cook and baker	2	504 00
Cook's assistant	1	120 00
Kitchen and dining-room maids	9	876 00
Laundress	1	144 00
Laundress' assistants	2	216 00
Nurses	2	240 00
Night watchman	1	240 00
Temporary assistance	100 00

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EXPENSES :

Medicine and medical comforts	\$ 75 00
Butchers' meat, fish and fowl	3,250 00
Flour	1,500 00
Butter	1,000 00
General groceries	2,250 00
Fruit and vegetables	300 00
Bedding and clothing	400 00
Fuel	3,000 00
Gas and oil	1,000 00
Laundry, soap and cleaning	300 00
Furniture and furnishing	500 00
Farm, feed and feeder	600 00
Repairs and alterations	500 00
Advertising, printing, stationery and postage	500 00
Books, apparatus and appliances	600 00
Unenumerated	600 00

 \$30,139 00

46. To defray the expenses of a grant in aid of Agriculture, Arts, Literary and Scientific Institutions, as follow :—

Electoral division societies, 81 at \$700	\$56,700 00
Electoral division society, 1 at \$550	550 00
Electoral division societies, 6 at \$350	2,100 00
Outlying districts	300 00
Fruit growers' association	1,800 00
Entomological society	1,000 00
Dairymen's association	3,000 00
Agricultural association	10,000 00
Statistical bureau	1,000 00
Poultry association	700 00
For sundry services in connection with agriculture and arts	2,000 00
Mechanics' institutes	27,000 00
Art union	500 00
School of art and design, <i>Ontario</i>	1,100 00
School of art and design, <i>London</i>	500 00
Canadian Institute, <i>Toronto</i>	750 00
Institut Canadien, <i>Ottawa</i>	300 00
Athenæum, <i>Ottawa</i> .	300 00

 Total \$109,600 00

49. To defray the expenses at the works at the Asylum for the Insane, <i>Toronto</i>	\$10,215 00
50. To defray expenses of works at the Asylum for the Insane, <i>London</i>	\$6,190 00
51. To defray the expenses of works at the Asylum for the Insane, <i>Hamilton</i>	\$12,200 00
52. To defray the expenses of works at the Asylum for the Insane, <i>Kingston</i>	\$13,900 00
53. To defray the expenses of works at the Asylum for Idiots, <i>Orillia</i>	\$1,025 00
54. To defray the expenses of works at the Reformatory, <i>Penetanguishene</i>	\$25,254 88
56. To defray the expenses of works at the Central Prison, <i>Toronto</i>	\$1,650 00
57. To defray the expenses of works at the Deaf and Dumb Institute, <i>Belleville</i>	\$4,762 00
58. To defray the expenses of works at the Blind Institute, <i>Brantford</i> ,	\$1,895 88
59. To defray the expenses of works at the Agricultural College	\$22,000 00
60. To defray the expenses of works at the Normal School and Education Office	\$1,650 00
61. To defray the expenses of works at the Normal School, Science	\$4,359 00
63. To defray the expenses of works at <i>Osgoode Hall</i>	\$1,500 00
64. To defray the expenses of works at Government House ..	\$3,000 00
65. To defray the expenses of works at the Parliament Buildings	\$1,500 00
66. To defray expenses of works in the District of <i>Algoma</i> ..	\$1,000 00
67. To defray the expenses of works in the <i>Thunder Bay</i> District	\$1,500 00
68. To defray the expenses of works in the <i>Muskoka</i> and <i>Parry Sound</i> Districts.....	\$2,800 00
69. To defray the expenses of works in the <i>Nipissing</i> District ..	\$200 00
70. To defray the expenses of works in new territory	\$3,000 00
71. To defray the expenses of Public Works	\$32,900 00

Mr. Speaker resumed the Chair ; and Mr. *Sinclair* reported, That the Committee had come to several Resolutions ; also, That the Committee had directed him to ask for leave to sit again.

Ordered, That the Report be received To-morrow.

Resolved, That the Committee have leave to sit again To-morrow.

Mr. *Hardy* presented to the House by command of the Lieutenant-Governor :—

Public Accounts of the Province of *Ontario*, for the year ending 31st December, 1879. (*Sessional Paper No. 1.*)

Also :—Report of the Commissioner of Crown Lands of the Province of *Ontario*, for the year 1879. (*Sessional Paper No. 4.*)

Also :—In obedience to an Order of the House of 4th March, 1879, a Return of copies of all correspondence and papers between the Department of Public Works and *William Irving*, in respect to his claim for work done on certain drains in the Township of *Raleigh*, under the Drainage Act. (*Sessional Paper No. 32.*)

Also :—In obedience to an Order of the House of the 14th January, 1880, a Return shewing, (1) The number of Reeves and Deputies comprising the several County Councils of this Province, in the years 1868 and 1879 respectively ; (2) The number of Sessions held, with duration of each. (*Sessional Paper No. 33.*)

The House then adjourned at 10 p.m.

Wednesday, 4th February, 1880.

3 O'CLOCK P.M.

PRAYERS.

Mr. Speaker informed the House, That the Clerk had laid on the Table the following Certificate :—

PROVINCE OF ONTARIO.

THIS IS TO CERTIFY that in Virtue of a Writ of Election dated the 31st day of December last past, issued by the Lieutenant-Governor, and addressed to *Daniel Eugene McIntyre*, Esquire, Returning Officer for the Electoral District of *Stormont* for the election of a Member to represent the said Electoral District of *Stormont* in the Legislative Assembly of this Province, in the room of *Joseph Kerr*, Esquire, whose election has been declared to be void, by means whereof the seat of the said *Joseph Kerr* has become vacant, *Joseph Kerr*, Esquire, has been returned as duly elected accordingly, as appears by the Return to the said Writ of Election, dated the 2nd day of February instant, which is now lodged of record in my Office.

CHARLES T. GILLMOR,
Clerk of the Crown in Chancery.

Toronto,
February 3rd, 1880.

The following Petitions were severally brought up, and laid upon the Table :—

- By the Attorney-General—The Petition of the County Council of *Grey*.
- By Mr. *Crooks*—The Petition of *John McEwen* and others, of *Ingersoll*.
- By Mr. *Fraser*—The Petition of *J. Elliott* and others, of *Brockville*.
- By Mr. *Hardy*—The Petition of *Thomas Brock* and others, of *Brantford*.
- By Mr. *Morgan*—The Petition of the County Council of *Norfolk*.
- By Mr. *Wigle*—Two Petitions of the County Council of *Essex*.
- By Mr. *Ross*—The Petition of the County Council of *Huron*.
- By Mr. *Bell*—The Petition of the City Council of *Toronto*.
- By Mr. *Rosevear*—The Petition of the Town Council of *Port Hope*.
- By Mr. *Field*—The Petition of the Town Council of *Cobourg*.
- By Mr. *Awrey*—The Petition of *W. R. Clark* and others, of *Ancaster*.
- By Mr. *Robinson (Kent)*—The Petition of *A. McCall* and others, of *Chatham*.
- By Mr. *Wells*—The Petition of *Robert C. Moffatt* and others, of *Walkerton*.
- By Mr. *Metcalfe*—The Petition of *James Lyster* and others, of *Kingston*.

The following Petitions were read and received :—

Of *E. W. Harding* and others, of *St. Mary's*, praying that the Bill before the House respecting the *St. Mary's, Credit Valley and Huron Railway* may pass.

Of the County Council of *Elgin*, praying that the Bill before the House respecting the *London Junction Railway* may pass.

Of the County Council of *Leeds and Grenville*, praying that certain amendments be made to the Municipal Act respecting the issue and sale of Debentures.

Of *William B. Evans* and others, of *Port Dover*, praying that the sale of intoxicating liquors be prohibited on certain holidays.

Mr. *Pardee*, from the Standing Committee on Railways, presented their Tenth Report which was read as follows :—

The Committee have carefully considered Bill (No. 24), Further to amend the Act incorporating the *Trent Valley Railway Company*, and have prepared certain amendments thereto.

The Committee have also considered Bill (No. 83). To incorporate the *Flos Lumber* Company, and to enable them to construct and operate a Branch Railway, and have amended the title thereof, so that it now reads "An Act to incorporate the *Flos Tramway* Company, and have also amended the Preamble thereof so as to make the same conform with the provisions of the Bill, and have also prepared other amendments thereto.

Mr. *Fraser*, from the Standing Committee on Private Bills, presented their Ninth Report which was read as follows :—

The Committee have carefully considered Bill (No. 8), Respecting water works for the Town of *Wingham*, and have prepared certain amendments thereto.

The Committee recommend that the fees, less the actual cost of printing, be remitted on Bill (No. 4), To authorize the Trustees of *St. Andrew's Church, Williamstown*, to sell certain lands, the Bill having been referred to the Commissioners on Estate Bills, who have reported that it is not reasonable that the Bill should pass into law.

The Committee also recommend that Rule No. 51 of Your Honourable House be suspended, in this, that the time for receiving Reports of the Standing Committee on Private Bills be extended until and inclusive of Thursday, the twelfth day of February.

Ordered, That the fees, less the actual cost of printing, be refunded on Bill (No. 4), *Williamstown Church*.

The following Bills were severally introduced, and read the first time :—

Bill (No. 106), intituled "An Act respecting certain amendments to the Public School Act."—Mr. *Crooks*.

Ordered, That the Bill be read the second time on Friday next.

Bill (No. 107), intituled "An Act to amend the law respecting Statute Labour."—Mr. *Sinclair*.

Ordered, That the Bill be read the second time on Friday next.

Bill (No. 108), intituled "An Act to amend the Assessment Act."—Mr. *Springer*.

Ordered, that the Bill be read the second time on Friday next.

Bill (No. 109), intituled "An Act to amend the Liquor License Act."—Mr. *Gibson (Hamilton)*.

Ordered, That the Bill be read the second time on Friday next.

The following Bills were severally read the third time and passed :—

Bill (No. 41), To legalize By-law No. 310 of the City of *Brantford*.

Bill (No. 12), To incorporate the *Port Rowan and Lake Shore* Railway Company.

Bill (No. 11), To authorize the Trustees of the Presbyterian Congregation of *Lobo*, known as *Melville Church*, to sell certain lands.

Bill (No. 15), To confirm a certain By-Law of the Town of *Owen Sound*.

Bill (No. 29), To legalize certain By-laws of the Town of *Orillia*.

Bill (No. 45), To confirm a By-law of the County of *Prince Edward*, granting aid to the *Prince Edward County* Railway Company.

Bill (No. 14), An Act to amend the Act respecting the *Prince Edward County* Railway Company.

Bill (No. 44), To revive and amend the Act incorporating the *Lambton Central* Railway.

Bill (No. 91), To amend the Act respecting Land Surveyors and the Survey of Lands.

On motion of Mr. *Morris*, seconded by Mr. *Meredith*,

Ordered, That there be laid before this House, a Return, supplementary to that already laid before the House with regard to the votes polled at the recent General Elections, shewing in complement thereof: 1. The majority, whereby each successful candidate was returned; 2. The number of votes remaining unpolled in each Electoral

District in which there was a contest as shewn by the names on the Voters' Lists thereof; 3. Similar particulars to those furnished by the said Return and the supplementary Return as to any elections, holden before its being brought down as the result of the unseating of Members by the Election Court.

On motion of Mr. *Deroche*, seconded by Mr. *Baxter*.

Ordered, That there be laid before this House, a Return of all the correspondence and papers between the Government and the gaolers of the Province, or any other person in relation to the appointment of the Gaolers and Gaol officials by the Government instead of by the Sheriffs.

On motion of Mr. *Lauder*, seconded by Mr. *Creighton*,

Resolved, That an humble Address be presented to the Lieutenant-Governor, praying that he will cause to be laid before this House: a Return of copies of all Orders in Council passed during the last four years regarding the reduction of the price of Public Lands, or the regulating of the rate of interest, on the price of Crown or School Lands; also, a copy of any statement or statements furnished to the Government of *Quebec* of sums collected by the Government of this Province from the sale of School Lands, and all correspondence with the Province of *Quebec* or of the Dominion relating thereto.

On motion of Mr. *Ross*, seconded by Mr. *Deroche*,

Ordered, That there be laid before this House, a Return, of the Municipal Loan Fund Debentures still in the hands of the Provincial Treasurer unsold, shewing the amount of the Debentures of each Municipality so held; the date when issued; the interest accrued upon the same; the interest paid; and the date when paid, and the amount of interest still in arrears on 31st December last; also, if any sales of Municipal Loan Fund Debentures have been made during the years 1877, 1878 and 1879, giving the date of such sale; the name of the Municipality whose Debentures were sold, and the price realized for the same.

On motion of Mr. *Ross*, seconded by Mr. *Hay*,

Ordered, That the Fifth Report of the Standing Committee on Railways be referred back to the Committee, with instructions to declare the preamble of Bill (No. 32), *Grand Ontario Central Railway Company*, as proven.

The Order of the Day for the second reading of Bill (No. 67), To provide for the examination and licensing of persons employed as Engineers elsewhere than on steamboats, having been read,

Ordered, That the Order be Discharged and that the Bill be withdrawn.

The following Bills were severally read the second time:—

Bill (No. 84) To amend the law for the protection of Game and Fur-bearing Animals,

Referred to a Select Committee composed as follows:—Messieurs. *Baxter*, *Boulter*, *Bleazard*, *Caldwell*, *Cascarden*, *Deroche*, *Freeman*, *Gibson* (*Hamilton*), *Graham*, *Hardy*, *Lees*, *Metcalfe*, *Merrick*, *Miller*, *Monk*, *Morgan*, *McMahon*, *Peck*, *Robinson* (*Kent*), *White*, *Wigle* and *Young*.

Bill (No. 40), To incorporate the *Sault Ste. Marie* Railway Company.

Referred to a Committee of the Whole House To-morrow.

Bill (No. 59), To revive and amend the Act incorporating the *Port Stanley*, *Strathroy*, and *Port Franks* Railway Company.

Referred to a Committee of the Whole House To-morrow.

Bill (No. 58), Respecting the City of *St. Catharines*.

Referred to a Committee of the Whole House To-morrow.

Bill (No. 57), Respecting the County of *Dufferin*.

Referred to a Committee of the Whole House To-morrow.

Bill (No. 6), To limit the borrowing powers of the *English Loan Company*, and to amend the charter thereof.

Referred to a Committee of the Whole House To-morrow.

Bill (No. 43), To amend and more accurately define the boundaries of the Town of *Woodstock*.

Referred to a Committee of the Whole House To-morrow.

Bill (No. 10), To amend the several Acts relating to the *Toronto, Grey and Bruce Railway*.

Referred to a Committee of the Whole House To-morrow.

Bill (No. 48), To incorporate the *Victoria Northern Extension Railway Company*.

Referred to a Committee of the Whole House To-morrow.

The Order of the Day for the consideration of the amendments made in Committee on Bill (No. 65), To make further provisions respecting Coroners' Inquests, having been read, the Amendments were concurred in.

Ordered, That the Bill be read the third time To-morrow.

The Order of the Day for the consideration of the amendments made in Committee on Bill (No. 92), To amend the Free Grants and Homesteads Act, having been read, the Amendments were concurred in.

Ordered, That the Bill be read the third time To-morrow.

The House resolved itself into a Committee severally to consider the following Bills:—

Bill (No. 25), To amend the Act incorporating *Alma College*.

Bill (No. 2), To extend the powers of the City Gas Company.

Mr. Speaker resumed the Chair; and Mr. *Sinclair* reported, That the Committee had directed him to report the several Bills with certain amendments.

The Amendments, having been read the second time, were agreed to.

Ordered, That the Bills reported be severally read the third time To-morrow.

The House resolved itself into a Committee to consider Bill (No. 38), Relating to *Christ Church, Ottawa*; and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *Sinclair* reported, That the Committee had directed him to report the Bill without any amendment.

Ordered, That the Bill be read the third time To-morrow.

Mr. *Hardy* presented to the House by command of the Lieutenant-Governor:—

Fifth Annual Report of the *Ontario School of Agriculture and Experimental Farm*, for the year ending 31st December, 1879. (*Sessional Paper No. 16*).

The House, according to Order, again resolved itself into the Committee of Supply.

(*In the Committee.*)

Resolved, That there be granted to Her Majesty, for the service of the year 1880, the following sums:—

21. To defray the expenses of Public and Separate Schools..... \$240,000 00

22. To defray the expenses of the Inspection of Public and Separate Schools, as follow :—

5,370 schools at \$5	\$26,850 00
51 county model schools at \$10.....	510 00
Inspection of schools in <i>Algoma</i> , &c.	1,500 00
Postage, stationery and contingencies.....	600 00
Unpaid in 1879	170 00

Total..... \$29,630 00

23. To defray the expenses of Schools in new and poor Townships..... \$13,500 00

24. To defray the expenses of Collegiate Institutes and High Schools.... \$83,000 00

25. To defray the expenses of the Inspection of Collegiate Institutes and High Schools, as follow :—

Three Inspectors	\$6,000 00
Travelling allowances	1,100 00
Stationery and printing papers, postage and incidentals..	300 00

Total. \$7,400 00

26. To defray the expenses of the Central Committee of Examiners, as follow :—

Central committee of examiners.....	\$2,750 00
Travelling expenses.....	350 00
Sub-examiners	2,600 00
Postage, stationery and incidentals.....	\$400 00
Confidential printing of examination papers.....	1,500 00

Total

27. To defray the expenses of the Training of Public School Teachers, as follows :—

Travelling expenses of students at <i>Toronto</i> and <i>Ottawa</i> . ..	\$5,400 00
Towards public schools selected as county model schools	10,000 00
County teachers' institutes and associations	3,100 00
Paper, stationery, travelling expenses and incidentals..	300 00

Total.....\$18,800 00

28. To defray the expenses of Superannuated Public School Teachers....\$42,400 00

29. To defray the expenses of the Normal and Model Schools, *Toronto*, as follow :—

SALARIES :

Principal.....	\$2,000 00
Science master	1,800 00
Mathematical master.....	1,500 00
Writing and bookkeeping master	1,000 00
Drawing master.....	600 00
Music master.	500 00
Teacher of reading and elocution.....	450 00
Gymnastic master.....	300 00
Head master of boys' model school.....	1,200 00

First assistant.....	\$1,000 00
Second assistant.....	900 00
Third assistant.....	800 00
Head mistress of girls' model school.....	1,000 00
First assistant.....	800 00
Second assistant.....	700 00
Third assistant.....	650 00
Clerk of the normal and model school.....	600 00
Head gardener and keeper of grounds.....	410 00
First engineer.....	410 00
Second engineer.....	400 00
Third engineer.....	360 00
Janitor of normal school.....	410 00
Janitor of boys' model school.....	420 00
Janitor of girls' model school.....	400 00
Assistant gardener.....	400 00

EXPENSES.

Text books for masters, and reading room for students...	\$200 00
Printing and stationery, chemicals and supplies.....	400 00
Expenses of grounds, plants and plant-houses.....	300 00
Fuel and light.....	1,000 00
Water.....	450 00
Contingencies.....	400 00
Unpaid accounts of 1879.....	175 00

Total.....\$21,925 00

30. To defray the expenses of the Normal School, *Ottawa*, as follow :—

SALARIES :

Principal.....	\$2,000 00
Science master.....	1,500 00
Teacher of reading and elocution.....	450 00
Drawing master.....	400 00
Music master.....	200 00
Clerk.....	600 00
Drill instructor.....	250 00
First engineer and gardener.....	600 00
Second engineer and assistant gardener.....	400 00
Two labourers on grounds in summer.....	480 00
Janitor.....	360 00
To pay for scrubbing and cleaning.....	150 00

EXPENSES :

Text books for masters, and reading room for students..	\$200 00
Printing and stationery, chemicals and supplies.....	300 00
Expenses of grounds.....	400 00
Fuel and light.....	1,000 00
Water.....	300 00
Contingencies.....	400 00

Total.....\$9,990 00

31. To defray the expenses of the Provincial Educational Museum and Library, as follow :—

Frames and stands, and models of school houses	\$150 00
Binding	600 00
Printing catalogue	200 00
Printing paper for catalogues, and incidentals	200 00
Fire, water, and light	400 00
Caretaker	100 00

\$1,650 00

32. To defray the expenses of the Educational Depository, as follow :—

SALARIES :

Superintendent of depository	\$1,400 00
Cashier	1,000 00
Despatch clerk	520 00
Senior clerks (four)	1,750 00
Junior clerks (three)	900 00
Messenger and postman	365 00

STOCK :

Unpaid in 1879	\$3,000 00
Additional stock for 1880	9,000 00

EXPENSES :

Postages	\$300 00
Stationery	100 00
Fuel, water, and light	400 00
Printing paper for forms and circulars	250 00
Printing catalogues	400 00
Packing paper, twine, nails, etc.....	150 00
Furnishings, incidentals and repairs	200 00

Total \$19,735 00

33. To defray miscellaneous expenses of Education, as follow :—

Annual Report, 1879	\$300 00
Public and high school registers.....	1,000 00

Total \$1,300 00

Mr. Speaker resumed the Chair; and, Mr. *Sinclair* reported, That the Committee had come to several Resolutions; also, That the Committee had directed him to ask for leave to sit again.

Ordered, That the Report be received To-morrow.

Resolved, That the Committee have leave to sit again To-morrow.

The House then adjourned at 11.30 p.m.

Thursday, 5th February, 1880.

PRAYERS.

3 O'CLOCK P.M.

Mr. Speaker informed the House, That the Clerk had laid on the Table the following Certificate :—

PROVINCE OF ONTARIO.

THIS IS TO CERTIFY that in Virtue of a Writ of Election dated the 5th day of January last past, issued by the Lieutenant-Governor, and addressed to *William H. Ponton*, Esquire, Returning Officer for the Electoral District of the West Riding of the County of *Hastings* for the election of a Member to represent the said Electoral District of the West Riding of the County of *Hastings* in the Legislative Assembly of this Province, in the room of *Alexander Robertson*, Esquire, whose election has been declared to be void, by means whereof the seat of the said *Alexander Robertson* has become vacant, *Alexander Robertson*, Esquire, has been returned as duly elected accordingly, as appears by the Return to the said Writ of Election, dated the 3rd day of February instant, which is now lodged of record in my Office.

CHARLES T. GILLMOR,
Clerk of the Crown in Chancery.

Toronto,
February 5th, 1880.

Joseph Kerr, Esquire, Member for the Electoral Division of *Stormont*, and *Alexander Robertson*, Esquire, Member for the Electoral Division of *West Hastings*, having taken the Oaths, and subscribed the Roll, took their seats.

The following Petitions were severally brought up, and laid upon the Table :—

By Mr. *Young*—The Petition of *John Anderson* and others, of *Paris*.

By Mr. *Parkhill*—The Petition of *Samuel A. Philp*, the younger, and others, of *Bradford*.

By Mr. *Creighton*—The Petition of the Town Council of *Owen Sound*.

By Mr. *Gibson (Hamilton)*—The Petition of the City Council of *Hamilton*.

By Mr. *Baskerville*—The Petition of the City Council of *Ottawa*.

By Mr. *Long*—The Petition of the Town Council of *Barrie*.

By Mr. *Near*—The Petition of the County Council of *Welland*.

By Mr. *Freeman*—The Petition of *D. S. Brethour* and others, of *Simcoe*.

By Mr. *Robertson (Halton)*—The Petition of *William Bell* and others, of *Burlington*; also, the Petition of *Hugh McLean* and others, of *Georgetown*.

By Mr. *Metcalfe*—The Petition of the City Council of *Kingston*.

By Mr. *Morris*—The Petition of *E. H. Dewart* and others, of *Toronto*,

The following Petitions were severally read and received :—

Of *Joshua Jackson* and others, of *Welland*, praying for certain amendments to the Municipal Act, respecting the market tax on farm produce.

Of the Town Council of *St. Mary's*; also, of the Township Council of *Blanshard*, severally praying that the Bill before the House respecting the *St. Mary's* and *Credit Valley* Railway may pass.

Of the County Council of *Essex*, praying that an Act may be passed respecting the construction of Drains under Railways.

Of the County Council of *Essex*, praying that some precautionary measure may be adopted to regulate the use and transportation of Explosive Compounds.

Of the County Council of *Kent*, praying for certain amendments to the Municipal Act, respecting the number of Councillors.

Mr. *Pardee*, from the Standing Committee on Railways, presented their Eleventh Report, which was read as follows :—

The Committee have carefully considered the following Bills, and have prepared certain amendments thereto respectively :—

Bill (No. 20), Respecting the *Stratford and Huron*, and the *Port Dover and Lake Huron* Railway Companies.

Bill (No. 50), To incorporate the *Cobden and Opeongo* Railway Company.

Bill (No. 16), To amend the Acts incorporating the *North Simcoe* Railway Company.

Bill (No. 3), To incorporate the *Bayfield and South Huron* Railway Company.

Bill (No. 46), To amend the Act incorporating the *Windsor and Essex Centre* Railway Company.

The Committee have also considered the following Bills, and have amended the Preambles thereof so as to make the same conform with the provisions of the Bills, and have also prepared certain amendments thereto respectively :—

Bill (No. 47), To revive and amend the Act incorporating the *St. Mary's and Credit Valley* Railway Company.

Bill (No. 75), To incorporate the *Sarnia and Petrolia* Railway Company.

Bill (No. 49), To incorporate the *Toronto and Nipissing Eastern Extension* Railway Company.

The Committee have also considered Bill (No. 56), Respecting the *Victoria* Railway Company, and report the Bill without amendment.

The Committee recommend that the fees on the following Bills, less the actual cost of printing, be remitted, the Bills having been withdrawn by the promoters thereof :—

Bill (No. 33), To incorporate the *Niagara Falls Street* Railway Company.

Bill (No. 55), Respecting the *Toronto and Nipissing* Railway Company.

The Committee also recommend that Rule No. 51 of Your Honourable House be suspended in this, that the time for receiving Reports of the Standing Committee on Railways be extended until and inclusive of Thursday, the twelfth day of February instant.

Ordered, That the fees, less the actual cost of printing, be remitted on Bill (No. 33), *Niagara Falls* Railway ; and Bill (No. 55), *Toronto and Nipissing* Railway.

Ordered, That the time for receiving Reports from the Committee on Private Bills, and from the Committee on Railways, be extended until and inclusive of Thursday, the twelfth day of February instant.

The following Bills were severally introduced, and read the first time :—

Bill (No. 110), intituled “ An Act further to amend the Jurors' Act.”—Mr. *Hardy*.

Ordered, That the Bill be read the second time on Monday next.

Bill (No. 111), intituled “ An Act respecting the qualification of Municipal Councillors.”—Mr. *Graham*.

Ordered, That the Bill be read the second time on Monday next.

Bill (No. 112), intituled “ An Act to amend the Act respecting Ditching Water-courses.”—Mr. *Watterworth*.

Ordered, That the Bill be read the second time on Monday next.

The following Bills were severally read the third time, and passed :—

Bill (No. 54), Relating to the incorporation of the Village of *Chesley*.

Bill (No. 38), Relating to *Christ Church, Ottawa*.

The House, according to Order, again resolved itself into the Committee of Supply.

(In the Committee.)

Resolved, That there be granted to Her Majesty, for the service of the year 1880, the following sums :—

43. To defray the expenses of the School of Agriculture, as follow :—

SALARIES :

	Number of Officers and Employees.	
President	1	\$2,000 00
Professor of agriculture	1	2,000 00
Professor of chemistry	1	1,000 00
Professor of veterinary science	1	600 00
Resident master	1	500 00
Bursar	1	500 00
Physician	1	300 00
Farm foreman	1	600 00
Gardener	1	600 00
Carpenter	1	600 00
Matron	1	400 00
Engineer	1	500 00
Assistant engineer for six months	1	150 00
Messenger	1	150 00
Temporary assistance	100 00

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EXPENSES :

Meat, fish and fowl	\$2,800 00
Bread and biscuit	1,300 00
Groceries and butter	2,900 00
Laundry, soap and cleaning	200 00
Women servants for boarding-house	1,300 00
Fuel	1,600 00
Light	300 00
Furniture and furnishing	500 00
Repairs and alterations	650 00
Maintenance of chemicals	100 00
Advertising, postage, and stationery	600 00
Unenumerated	600 00
Total	\$22,850 00

45. To defray the expenses of Immigration services, as follow :—

Agencies in <i>Europe</i>	\$4,600 00
Agencies in <i>Ontario</i>	3,350 00
Dominion Government, for services by its agents	20,000 00
Carriage of immigrants in <i>Ontario</i> , including maintenance	8,000 00
Provisions and medical attendance for same	9,000 00
Printing pamphlets	4,000 00
Contingencies	1,000 00

Total \$49,950 00

74. To meet the expenses of the Refund Account, as follows :—

EDUCATION :

Contributions to superannuation fund.....\$1,000 00

CROWN LANDS :

Payments on account of uncompleted purchases	\$15,000 00
Dues for timber cut on road allowances	1,000 00
	<hr/>
	\$16,000 00

MUNICIPALITIES FUND :

To pay over to municipalities the amount collected in 1877 \$16,149 20

LAND IMPROVEMENT FUND :

Moneys collected in year ended 30th June, 1879 \$11,112 92

Total Refund Account \$44,262 81

75. To defray Unforeseen and Unprovided expenses \$50,000 00

Mr. Speaker resumed the Chair ; and, Mr. *Sinclair* reported, That the Committee had come to several Resolutions ; also, That the Committee had directed him to ask for leave to sit again.

Ordered, That the Report be received To-morrow.

Resolved, That the Committee have leave to sit again To-morrow.

The House then adjourned at 6 p.m.

Friday, 6th February, 1880.

3 O'CLOCK P.M.

PRAYERS.

Mr. Speaker informed the House, That the Clerk had received from the Judges, appointed to inquire into, and report on Estate Bills, their reports with reference to the following Bills :—

Bill (No. 21), Respecting the Sisters of *St. Joseph* of the Roman Catholic Diocese of *Hamilton*.

Bill (No. 26), To enable the Trustees of *St. Andrew's* Church, *Chatham*, to raise ten thousand dollars to build a Church, and for other purposes.

Bill (No. 42), To authorize the Rector and Churchwardens of *St. Paul's* Church, in the City of *London*, to lease, mortgage or sell certain lands heretofore known as *St. Paul's* Cemetery, and for other purposes.

The Reports were then read by the Clerk at the Table, as follow :—

COURT OF APPEAL,
ONTARIO.

Bill (No. 21), Respecting the Sisters of *St. Joseph*, of the R. C. Diocese of *Hamilton*.

This Bill asks for two extensions of the powers of the corporation: one, to permit the holding of lands for the actual use and occupation of the corporation or for the purposes thereof, to a greater value than authorized by the Act of incorporation: the other, to apprentice and exercise other parental rights over the children received into the institution.

These requests commend themselves to us as reasonable both in their character and extent.

The powers asked do not seem to differ materially from those conferred on other associations having similar benevolent objects, as *e.g.* *The Boys' Home at Toronto* (24 V., c. 124) and *The Girls' Home* (26 V., c. 63).

But we respectfully submit that the Bill is not an Estate Bill in the sense conveyed by the Rule of the House No. 62; and that the question whether it is reasonable that it do pass into a law is one of general policy, and not one proper to be answered by us as Commissioners of Estate Bills.

THOMAS MOSS, C. J., Ont.
C. S. PATTERSON, J. A.

OSGOODE HALL,
5th February, 1880.

COURT OF APPEAL,
ONTARIO.

Bill (No. 26), To enable the Trustees of *St. Andrew's Church, Chatham*, to raise \$10,000 to build a Church, and for other purposes.

The preamble refers to the Act 31 Vic., c. 70, which vested in nine persons, described as the then present trustees of the congregation, certain lands which had been granted in 1837 by patent in trust for the congregation.

The nine trustees were authorized to sell the whole, or parts of the lands, to take mortgages, invest the proceeds, etc.

Those nine trustees were to continue to be trustees until they should die, resign their office, or leave the church; and when the number fell below seven, a new appointment was to be made, in manner specified, so as to keep the number up to seven, which was to be the legal number.

The preamble states that it is desirable to extend the church, or build a larger one in lieu of it, and to sell or pledge the land and mortgages, to raise money for the purpose; and it named six persons as the present trustees "acting on behalf of the congregation," stating that *John McKay* resigned his office of trustee since the last annual congregational meeting. This last statement is apparently to explain why there are only six trustees—as the new appointment is always to be made at the annual meeting next after the occurrence of a vacancy. Of the six names given, only two are those of trustees named in the former Act. It is perhaps meant to be understood, but it is not stated, that the four new trustees are duly appointed successors of the original ones.

The Bill then proceeds to vest in the six trustees and their successors in office, appointed as in the former Act provided, the land, mortgages, etc.

There is here some confusion introduced between the statutory number of seven trustees fixed by the former Act, and the six in whom and their successors the property is now proposed to be vested—while the Bill, though in this way apparently changing the number, yet refers to the former Act for the rule to govern the succession and new appointments.

The third section of the Bill conferring upon the trustees the important power to purchase a new site, if authorized by a majority of the members of the congregation present at a meeting duly called for that purpose, seems dangerously loose in not defining how the meeting is to be called or constituted—particularly as the control is given, not to a majority of those who may happen to be present. Attention should also be called to the term "members of the congregation," so that if not sufficiently clear whether it includes only members in full communion or covers also adherents, the meaning of the promoters of the Bill may be placed beyond question.

We are of opinion that, as far as the objects of the Bill are concerned, it is reasonable (presuming the allegations in the preamble to be proved to the satisfaction of the House) that the Bill do pass into a law.

But we think its provisions, though not improper for carrying its purposes into effect, should be reconsidered with a view to avoiding inconsistency with the former Act, and removing as far as may be whatever want of clearness and certainty exists.

We would also suggest that in acquiring a new site for a church, if that should be determined on, the provisions of the Act respecting Religious Institutions afford a more convenient mode of taking, holding, and managing the property than that indicated by the third section of this Bill, and that upon consideration of the subject the promoters of this Bill will probably come to the opinion that if the congregation should decide to devote a portion of its funds to the purchase of a new site, it will be wise to provide that the purchase shall be carried out under the general Act.

THOMAS MOSS, *C. J., Ont.*

C. S. PATTERSON, *J. A.*

OSGOODE HALL,
5th February, 1880.

COURT OF APPEAL,
ONTARIO.

Bill (No. 42), *re St. Paul's Cemetery, at London.*

We have perused this Bill, which is an Estate Bill, so far as it deals with the disposal of the lands to which it refers, in which respect alone we understand it to be submitted for our opinion. Whatever considerations have to be kept in view in legislating upon the other subjects, as the removal of remains, etc., they are not, as we understand the matter, for us to deal with.

With this explanation, it is in our opinion reasonable (presuming the allegations contained in the preamble to be proved to the satisfaction of the House), that this Bill do pass into a law.

We think the provisions of the Bill are proper for carrying its purposes into effect.

THOMAS MOSS, *C. J., Ont.*

C. S. PATTERSON, *J. A.*

OSGOODE HALL,
5th February, 1880.

Ordered, That Bill (No. 21), Respecting the Sisters of *St. Joseph*, of the Roman Catholic Diocese of *Hamilton*, be referred to the Standing Committee on Private Bills, with instructions to consider the same with reference to the suggestions of the Commissioners of Estate Bills thereon.

Ordered, That Bill (No. 26), To enable the Trustees of *St. Andrew's Church, Chatham*, to raise ten thousand dollars to build a Church, and for other purposes, be referred to the Standing Committee on Private Bills, with instructions to consider the same with reference to the suggestions of the Commissioners of Estate Bills thereon.

Ordered, That Bill (No. 42), To authorize the Rector and Churchwardens of *St. Paul's Church*, in the City of *London*, to lease, mortgage or sell certain lands heretofore known as *St. Paul's Cemetery*, and for other purposes, be referred to the Committee on Private Bills, with instructions to consider the same with reference to the suggestions of the Commissioners of Estate Bills thereon.

The following Petitions were severally brought up, and laid upon the Table :—

By Mr. *Fraser*—The Petition of the Town Council of *Brockville*.

By Mr. *Hay*—The Petition of the Town Council of *Stratford*.

By Mr. *Creighton*—The Petition of *A. H. Scott* and others, of *Owen Sound*.

By Mr. *Robertson (Halton)*—The Petition of *James McAllister* and others, of *Oakville*.

By Mr. *French*—The Petition of the Town Council of *Prescott*.

By Mr. *Neelon*—The Petition of the City Council of *St. Catharines*.

By Mr. *Nairn*—The Petition of the Village Council of *Springfield*; also, Two Petitions of the County Council of *Elgin*.

The following Petitions were read and received :—

Of the Town Council of *Cobourg*; also, of the Town Council of *Port Hope*, severally praying that the Bill before the House respecting the collection of Market Fees may not pass.

Of the County Council of *Huron*, praying that the Bill before the House respecting the *Toronto, Grey and Bruce* Railway may pass.

Of the County Council of *Essex*, respecting the conveyance of Lunatics to Asylums.

Of the County Council of *Norfolk*, praying for certain amendments to the School Law, respecting High Schools in Counties.

Of the City Council of *Toronto*, praying for certain amendments to the Municipal Law respecting Cab-stands.

Of the County Council of *Grey*, praying that the number of County Councillors may be reduced.

Of *Thomas Brock* and others, of *Brantford*; also, of *J. Elliott* and others, of *Brockville*; also, of *John McEwen* and others, of *Ingersoll*; also, of *W. R. Clarke* and others, of *Ancester*; also, of *A. McColl* and others, of *Chatham*; also, of *Robert C. Moffatt* and others, of *Walkerton*; also, of *James Lyster* and others, of *Kingston*, severally praying that the sale of intoxicating liquors may be prohibited on certain holidays.

Mr. *Pardee*, from the Standing Committee on Railways, presented their Twelfth Report, which was read as follows :—

The Committee have carefully considered Bill (No. 37), To amend the Acts relating to the *Credit Valley* Railway Company, and have prepared certain amendments thereto.

Mr. *Fraser*, from the Standing Committee on Private Bills, presented their Tenth Report, which was read as follows :—

The Committee have carefully considered Bill (No. 26), To enable the Trustees of *St. Andrew's Church, Chatham*, to raise ten thousand dollars to build a Church, and for other purposes, and have prepared certain amendments thereto. They have also amended the preamble to the said Bill to conform with the facts before the Committee.

The Committee have also considered the following Bills :—

Bill (No. 21), Respecting the Sisters of *St. Joseph*, of the Roman Catholic Diocese, of *Hamilton*.

Bill (No. 42), To authorize the Rector and Church Wardens of *St. Paul's Church*, in the City of *London*, to lease, mortgage, or sell certain lands heretofore known as *St. Paul's Cemetery*, and for other purposes, and have prepared certain amendments thereto.

The Committee recommend that the fees, less the actual cost of printing, be remitted on all the Bills in this Report mentioned, on the ground that the said Bills relate to religious and charitable matters.

Ordered, That the fees, less the actual cost of printing, be remitted on Bill (No. 26), *St. Andrew's Church, Chatham*; Bill (No. 21), Sisters of *St. Joseph, Hamilton*; and Bill (No. 42), *St. Paul's Church, London*.

Ordered, That the fees be refunded on Bill (No. 82), *Cruelty to Animals*, and Bill (No. 35), *Mount Hope Cemetery*, the Bills not having been printed or introduced.

The following Bills were severally introduced, and read the first time :—

Bill (No. 113), intituled "An Act to amend the Ditches and Watercourses Act."—
Mr. *Broder*.

Ordered, That the Bill be read the second time on Tuesday next.

Bill (No. 114), intituled "An Act to amend the Mutual Fire Insurance Companies Act."—Mr. *Springer*.

Ordered, That the Bill be read the second time on Tuesday next.

Bill (No. 115), intituled "An Act to amend the Assessment Act."—Mr. *Hay*.

Ordered, That the Bill be read the second time on Tuesday next.

Bill (No. 116), intituled "An Act respecting the incorporation of Cemetery Companies by Letters Patent."—The Attorney-General.

Ordered, That the Bill be read the second time on Tuesday next.

On motion of Mr. *Meredith*, seconded by Mr. *Fraser*,

Ordered, That the name of *Joseph Kerr*, Esquire, be added to the Select Committee on Railway Accidents.

The following Bills were severally read the third time, and passed:—

Bill (No. 51), To amend an Act respecting the *Georgian Bay* and *Wellington* Railway Company.

Bill (No. 65), To make further provisions respecting Coroners' Inquests.

On motion of Mr. *Striker*, seconded by Mr. *Ferris*,

Ordered, That there be laid before this House a Return, of all Railways receiving aid from Provincial Funds since 1870; the route of each; the mileage completed; the aid received per mile; distinguishing subsidy from direct payment; Statute or Statutes authorizing these payments; the total direct payments made; the total half-yearly payments made; number of certificates paid; number unpaid; total payments due annually on account of certificates issued; also a Return of all Railways for aiding which Orders in Council or Acts have been passed, and which have not yet received aid, and the amount of the aid to, and the mileage of such railways.

Mr. *Macmaster* moved, seconded by Mr. *Harkin*,

That an humble Address be presented to the Lieutenant-Governor, praying that he will cause to be laid before this House a Return of all correspondence and communications between the Government of *Ontario* and the Government of *Canada*, and between the Government of *Ontario* and the *Montreal* and *Ottawa* and the *Canada Atlantic* Railways, respecting the construction of the said road and of a Railway Bridge across the River *St. Lawrence* at *Coteau*.

And, a Debate having arisen, the Motion was, with the leave of the House, withdrawn.

The following Bills were severally read the second time:—

Bill (No. 100), To amend the Act for the protection of Game and Fur-bearing Animals.

Referred to the Select Committee to which was referred Bill (No. 84), Protection of Game.

Bill (No. 56), Respecting the *Victoria* Railway Company.

Referred to a Committee of the Whole House on Monday next.

The House resolved itself into a Committee, severally to consider the following Bills:—

Bill (No. 5), To provide for the division of the Township of *Luther*.

Bill (No. 40), To incorporate the *Sault Ste. Marie* Railway Company.

Bill (No. 59), To revive and amend the Act incorporating the *Port Stanley*, *Strathroy* and *Port Franks* Railway Company.

Bill (No. 6), To limit the borrowing powers of the *English* Loan Company, and to amend the Charter thereof.

Bill (No. 43), To amend and more accurately define the boundaries of the Town of *Woodstock*.

Mr. Speaker resumed the Chair ; and Mr. *Sinclair* reported, That the Committee had directed him to report the several Bills without any amendments.

Ordered, That the Bills reported, be severally read the third time on Monday next.

The House resolved itself into a Committee to consider Bill (No. 58), Respecting the City of *St. Catharines*, and, after some time spent therein, Mr. Speaker resumed the Chair ; and Mr. *Sinclair* reported, That the Committee had directed him to report the Bill, with certain amendments.

Ordered, That the Amendments be taken into consideration forthwith.

The Amendments, having been read the second time, were agreed to.

Ordered, That the Bill be read the third time on Monday next.

On motion of Mr. *Wood*, seconded by Mr. *Pardee*,

Resolved, That this House doth ratify and confirm an Order in Council directing that the *Pembroke* General Hospital shall hereafter be taken as named in Schedule "A" of the Charity Aid Act.

Resolved, That this House doth ratify and confirm an Order in Council directing that the Women's Refuge and the Infants' Home, of the City of *London*, shall hereafter be taken as named in Schedule "C" of the Charity Aid Act.

The House, according to Order, again resolved itself into the Committee of Supply.

(*In the Committee.*)

Resolved, That there be granted to Her Majesty, for the service of the year 1880, the following sums :—

47. To defray the expenses of a grant in aid of Hospitals and Charities, as follow :—

For hospitals and institutions in schedule A.....	\$44,514 76
For institutions in schedule B	15,891 43
For institutions in schedule C	11,826 44

Total	\$72,232 63
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55. To defray the expenses of the Reformatory for Females,
Toronto \$14,014 00

72. To defray the expenses of construction and repairs of
Colonization Roads \$95,250 00

73. To defray the expenses of Crown Lands Expenditure, as follows :—

Board of surveyors.....	400 00
Agents' salaries, commissions and disbursements.....	18,000 00
Forest ranging and inspection of timber lands.....	14,000 00
Surveys.....	40,600 00

Total	\$73,000 00
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Mr. Speaker resumed the Chair ; and, Mr. *Sinclair* reported, That the Committee had come to several Resolutions; also, That the Committee had directed him to ask for leave to sit again.

Ordered, That the Report be received on Monday next.

Resolved, That the Committee have leave to sit again on Monday next.

The House then adjourned at 8.45 p.m.

Monday, 9th February, 1880.

3 O'CLOCK P.M.

PRAYERS.

The following Petitions were severally brought up, and laid upon the Table :—

By Mr. *Bonfield*—The Petition of *H. McGill* and others, of *Perry*.

By Mr. *Ferris*—The Petition of the Town Council of *Peterborough*.

By Mr. *Cook*—The Petition of *J. H. Starr* and others, of *Collingwood*; also, of *John G. Laird* and others, of *Barrie*.

By Mr. *Neelon*—The Petition of *W. S. Griffin* and others, of *St. Catharines*; also, the Petition of *William Hawke* and others, of *Grimsby*.

By Mr. *Ross*—The Petition of *William Bryers* and others, of *Wingham*.

Mr. *Pardee*, from the Standing Committee on Railways, presented their Thirteenth Report, which was read as follows :—

The Committee have had before them Bill (No. 32), To incorporate the *Grand Ontario Central Railway Company*, referred back to the Committee with instructions to declare the preamble thereof as proven, and in conformity with the instructions the Committee declare the preamble of the Bill proven, and have amended the preamble in accordance with the facts; and have also prepared certain other amendments thereto.

Mr. *Baxter*, from the Standing Committee on Printing, presented their First Report, which was read as follows :—

The Committee recommend that the following documents be printed :—

Public Accounts for 1879. (*Sessional Paper No. 1.*)

Report of Minister of Education upon Schools for 1878. (*Sessional Paper No. 5.*)

Report of the Commissioner of Public Works for 1879. (*Sessional Paper No. 7.*)

Report of Inspector of Asylums for 1879. (*Sessional Paper No. 8.*)

Report of the Librarian of the Legislative Assembly. (*Sessional Paper No. 12.*)

Report on the School of Practical Science for 1879. (*Sessional Paper No. 13.*)

Report on the School of Agriculture for 1879. (*Sessional Paper No. 16.*)

Bursar's Statement of the University of Toronto, for 1879. (*Sessional Paper No. 17.*)

Return of the Elections to the Legislative Assembly. (*Sessional Paper No. 19.*)

Report of the Inspector of Division Courts for 1878. (*Sessional Paper, No. 20.*)

Report of Inspector of Insurance for 1879. (*Sessional Paper No. 21.*)

Report of the Commissioner of Crown Lands for 1879. (*Sessional Paper No. 4.*)

Return respecting County Councils. (*Sessional Paper No. 33.*)

Statement of the Mercer Estate. (*Sessional Paper No. 34.*)

The Committee recommend that the following documents be not printed :—

Correspondence as to *William Irving*. (*Sessional Paper No. 32.*)

Report on the School of Art and Design for 1879. (*Sessional Paper No. 31.*)

Report of the Council of University College, *Toronto*. (*Sessional Paper No. 29.*)

Return relating to Liquor Licenses in *Cardwell*. (*Sessional Paper No. 27.*)

Return respecting the Temperance Act in *Peterborough*. (*Sessional Paper No. 25.*)

Return respecting the Temperance Act in *Melancthon*. (*Sessional Paper No. 23.*)

Statement of Queen's Printer as to Statutes. (*Sessional Paper No. 15.*)

Statement of bonds and securities since last return. (*Sessional Paper No. 10.*)

Return relating to Liquor Licenses in *West Middlesex*. (*Sessional Paper No. 28.*)

Return relating to Liquor Licenses in *Dufferin*. (*Sessional Paper No. 24.*)

Resolved, That this House doth concur in the First Report of Committee on Printing.

The following Bills were severally introduced, and read the first time :—

Bill (No. 117), intituled "An Act to amend the Municipal Act."—Mr. *Bell*.

Ordered, That the Bill be read the second time on Wednesday next.

Bill (No. 118), intituled "An Act respecting Companies incorporated under Imperial Statutes." The Attorney-General.

Ordered, That the Bill be read the second time on Wednesday next.

Bill (No. 119), intituled "An Act respecting Municipal Taxation and Exemptions." The Attorney-General.

Ordered, That the Bill be read the second time on Wednesday next.

The following Bills were severally read the third time, and passed :—

Bill (No. 40), To incorporate the *Sault Ste. Marie* Railway Company.

Bill (No. 6), To limit the borrowing powers of the *English* Loan Company, and to amend the Charter thereof.

Bill (No. 43), To amend and more accurately define the boundaries of the Town of *Woodstock*.

Bill (No. 2), To extend the powers of the City Gas Company, was read the third time.

Resolved, That the Bill do pass, and be intituled, "An Act to provide for the amalgamation of the City Gas Company, and the City Steam Heating Company of *London, Ontario*, and to extend the powers of the amalgamated Company."

Bill (No. 58), Respecting the City of *St. Catharines*, was read the third time.

Resolved, That the Bill do pass and be intituled "An Act to confirm certain Assessments in the City of *St. Catharines*."

The House resolved itself into a Committee to consider Bill (No. 30), To incorporate the Village of *Warton*; and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *Sinclair* reported, That the Committee had directed him to report the Bill with certain amendments.

Ordered, That the Amendments be taken into consideration forthwith.

The Amendments, having been read the second time, were agreed to.

Ordered, That the Bill be read the third time To-morrow.

The following Bills were severally read the second time :—

Bill (No. 8), Respecting Waterworks for the Town of *Wingham*.

Referred to a Committee of the Whole House To-morrow.

Bill (No. 24), To amend the Act incorporating the *Trent Valley* Railway Company.

Referred to a Committee of the Whole House To-morrow.

Bill (No. 46), To amend the Act incorporating the *Windsor and Essex Centre* Railway Company.

Referred to a Committee of the Whole House To-morrow.

Bill (No. 47), To revive and amend the Act incorporating the *St. Mary's and Credit Valley* Railway Company.

Referred to a Committee of the Whole House To-morrow.

Bill (No. 26), To enable the Trustees of *St. Andrew's* Church, *Chatham*, to raise ten thousand dollars to build a Church, and for other purposes.

Referred to a Committee of the Whole House To-morrow.

Bill (No. 42), To authorize the Rector and Churchwardens of *St. Paul's* Church, in the City of *London*, to lease, mortgage, or sell certain lands heretofore known as *St. Paul's* Cemetery, and for other purposes.

Referred to a Committee of the Whole House To-morrow.

Bill (No. 37), To amend the Acts relating to the *Credit Valley* Railway Company.

Referred to a Committee of the Whole House To-morrow.

Bill (No. 90), Respecting Tile, Stone, and Timber Drainage.
Referred to the Select Committee on Municipal matters.

Bill (No. 107), To amend the Law respecting Statute Labour.
Referred to the Select Committee on Municipal matters.

Bill (No. 110), Further to amend the Jurors Act.
Referred to a Committee of the Whole House To-morrow.

On motion of Mr. *Ross*, seconded by Mr. *Cook*,

Ordered, That there be laid before this House, a Return shewing the amount of the Debenture indebtedness of each County, City, Town, Township, and Village Municipality in the Province, on 31st December, 1879; for what works or service the said Debentures were issued; the date and amount of the several issues made, and when maturing; the amount paid or redeemed, and the amount of principal still outstanding; the total amount of the Sinking Fund levied and raised to 31st December, 1878, and the investments thereof made to 31st December, 1879; in the case of counties the equalized value, and in other municipalities, the assessed value of each; also, the assessed value of each Municipality having such indebtedness, and the rate imposed for all purposes.

On motion of Mr. *Badgerow*, seconded by Mr. *Baxter*,

Ordered, That there be laid before this House, a Return shewing the nature of the investments constituting the endowment of the University of *Toronto*, on the 30th day of June, 1879.

Ordered, That there be laid before this House, a Return shewing the nature of the investments constituting the endowment of the *Upper Canada* College, on the 30th day of June, 1879.

Ordered, That there be laid before this House, a Return containing the minutes of all meetings of the Senate of the University of *Toronto*, during the year 1879.

The Order of the Day for consideration of amendments made in Committee on Bill (No. 60), Respecting the Agricultural College, having been read, the Amendments were concurred in.

Ordered, That the Bill be read the third time To-morrow.

The House then adjourned at 5.40 p.m.

Tuesday, 10th February, 1880.

3 O'CLOCK P.M.

PRAYERS.

The following Petition was brought up, and laid upon the Table :—

By Mr. *Bell*—The Petition of the City Council of *Toronto*.

The following Petitions were read and received :—

Of the Village Council of *Springfield*, praying that the Bill before the House respecting the *London Junction* Railway, may pass.

Of the County Council of *Elgin*, praying for certain amendments to the Voters' Lists Act, respecting appeals to County Judges.

Of the County Council of *Welland*, praying for certain amendments to the Municipal Act, respecting the Market Tax on Farm Produce.

Of the County Council of *Elgin*, praying for certain amendments to the Vagrant Act.

Of the Town Council of *Prescott*; also, of the Town Council of *Stratford*; also, of the City Council of *St. Catharines*; also, of the City Council of *Ottawa*; also, of the City Council of *Hamilton*; also, of the Town Council of *Owen Sound*; also, of the City Council of *Kingston*; also, of the Town Council of *Barrie*; also, of the Town Council of *Brockville*, severally praying that the Bill before the House, respecting the collection of Market Fees, may not pass.

Of *A. H. Scott* and others, of *Owen Sound*; also, of *James McAllister* and others, of *Oakville*; also, of *John Anderson* and others, of *Paris*; also, of *Hugh McLean* and others, of *Georgetown*; also, of *D. F. Brethour* and others, of *Simcoe*; also, of *William Belt* and others, of *Burlington*; also, of *Samuel A. Philp*, the younger, and others, of *Bradford*; also, of *E. H. D. Ewart* and others, of *Toronto*, severally praying that the sale of intoxicating liquors may be prohibited on certain holidays.

Mr. Pardee, from the Standing Committee on Railways, presented their Fourteenth Report, which was read as follows:—

The Committee have carefully considered Bill (No. 23), Respecting the *Toronto and Ottawa Railway Company*, and have prepared certain amendments thereto.

Mr. Hardy presented to the House, in obedience to an Order of the House of the twenty-sixth day of February, 1879, a return of the number of Lunatics who were confined in the several common gaols of this Province in the years 1871, 1874 and 1878, and the aggregate number of days during which Lunatics were so confined in these years. (*Sessional Paper No. 35.*)

Also:—Return to an Address to the Lieutenant-Governor, of the twenty-third day of January, 1880, praying that he would cause to be laid before the House, the Report of the Commission appointed by the Government to investigate into the financial affairs of the United Counties of *Lemnox and Addington*, together with the evidence taken at said investigation by such Commission. (*Sessional Paper No. 36.*)

Also:—By command of the Lieutenant-Governor, Supplementary statement of Receipts, Expenditures and Assets of the *Mercer Estate* for the year 1879. (*Sessional Paper No. 34.*)

And the House having continued to sit until Twelve of the clock midnight,

WEDNESDAY, 11th February, 1880.

The following Bill was read the second time:—

Bill (No. 101), To extend the jurisdiction of the Division Courts, and to regulate the offices of the said Courts.

Referred to a Committee of the Whole House To-day.

On motion of *Mr. Cascaden*, seconded by *Mr. Nairn*,
Ordered, That Bill (No. 39), The *William Hall Peterborough Poor Trust*, be referred back to the Standing Committee on Private Bills for further consideration.

The House then adjourned at 12.15 a.m.

Wednesday, 11th February, 1880.

3 O'CLOCK P.M.

PRAYERS.

The following Petitions were severally brought up, and laid upon the Table :—

By Mr. *Merrick*—The Petition of *J. Peters* and others, of *Kingston* ; also, of *C. H. Macintosh* and others, of *Ottawa*.

By Mr. *Mack*—The Petition of the County Council of the United Counties of *Stormont, Dundas and Glengarry*.

By Mr. *Near*—The Petition of *William Eden* and others, of *Welland*.

By Mr. *Waters*—The Petition of *Alfred Andrews* and others, of *Strathroy*.

By Mr. *Robinson (Kent)*—The Petition of the Town Council of *Chatham*.

By Mr. *Baxter*—The Petition of *R. W. Woodsworth* and others, of *Jarvis*.

By Mr. *Robertson (Hastings)*—The Petition of the City Council of *Belleville*.

By Mr. *Bishop*—The Petition of *D. G. Sutherland* and others, of *Clinton*.

By Mr. *Morris*—The Petition of the City Council of *Toronto*.

The following Petitions were severally read and received :—

Of *H. McGill* and others, of *Perry*, respecting the route of the *Ontario Pacific Junction* Railway.

Of the Town Council of *Peterborough*, praying that the Bill before the House respecting the collection of Market Fees, may not pass.

Of *J. H. Starr* and others, of *Collingwood* ; also, of *W. S. Griffin* and others, of *St. Catharines* ; also, of *William Hawke* and others, of *Grimsby* ; also, of *William Bryers* and others, of *Wingham* ; also, of *John G. Laird* and others, of *Barrie*, severally praying that the sale of intoxicating liquors may be prohibited on certain holidays.

Mr. *Pardee*, from the Standing Committee on Railways, presented their Fifteenth Report, which was read as follows :—

The Committee have carefully considered Bill (No. 22), Respecting the construction of a branch of the *Belleville and North Hastings* Railway to the Village of *Tweed*, and have amended the Preamble thereof, so as to make the same conform with the provisions of the Bill, and have prepared certain amendments to the Bill.

The Committee recommend that Rule No. 51, of your Honourable House, be further suspended in this, that the time for receiving reports of the Committee on Railways, and of the Committee on Private Bills, be extended until, and inclusive of Tuesday the seventeenth instant.

The following Bills were severally introduced, and read the first time :—

Bill (No. 120), intituled "An Act respecting the expenses of Inspecting Insurance Companies."—Mr. *Crooks*.

Ordered, That the Bill be read the second time on Friday next.

Bill (No. 121), intituled "An Act to amend the Assessment Act."—Mr. *Lees*.

Ordered, That the Bill be read the second time on Friday next.

Bill (No. 122), intituled "An Act to amend the Assessment Act."—Mr. *Metcalf*.

Ordered, That the Bill be read the second time on Friday next.

The following Bills were severally read the third time, and passed :—

Bill (No. 25), To amend the Act incorporating *Alma College*.

Bill (No. 59), To revive and amend the Act incorporating the *Port Stanley, Strathroy and Port Franks* Railway Company.

Bill (No. 60), Respecting the Agricultural College.

On motion of Mr *Waters*, seconded by Mr. *Huxley*,

Ordered, That there be laid before this House, a Return of all correspondence and papers between the Government and the County of *Middlesex*, relating to the support of patients in the *London Hospital*.

Mr. *Hardy* presented to the House by command of the Lieutenant-Governor:—

Statement of Receipts and Disbursements on account of the capital account of *Upper Canada College* for the year ending 30th June, 1879. (*Sessional Paper No. 18.*)

Also:—In obedience to an Order of the House of 4th February instant, a Return of the Municipal Loan Fund Debentures still in the hands of the Provincial Treasurer unsold, shewing the amount of the Debentures of each Municipality so held; the date when issued; the interest accrued upon the same; the interest paid; and the date when paid, and the amount of interest still in arrears on 31st December last; also, if any sales of Municipal Loan Fund Debentures have been made during the years 1877, 1878 and 1879, giving the date of such sale; the name of the Municipality whose Debentures were sold, and the price realized for the same. (*Sessional Paper No. 38.*)

Also:—In obedience to an Order of the House, of 15th of January last, a Return shewing the number of prisoners sent from each County in *Ontario* to the *Kingston Penitentiary*, Reformatory and Asylums, during the years 1878 and 1879, and also stating in detail the fees received by the Sheriffs of the Counties respectively for their services in connection therewith. (*Sessional Paper No. 39*)

The Order of the Day for the second reading of Bill (No. 78), To amend the Public Schools Act, having been read, and the Motion having been put, was lost, on a Division.

The Order of the Day for the second reading of Bill (No. 96), To amend the Railway Act, having been read,

Ordered, That the Order be Discharged, and that the Bill be withdrawn.

The Order of the Day for the second reading of Bill (No. 111), Respecting the qualifications of Municipal Councillors, having been read,

Ordered, That the Order be Discharged and that the Bill be withdrawn.

The following Bills were severally read the second time:—

Bill (No. 112), To amend the Act respecting Ditching Watercourses.
Referred to the Select Committee on Municipal matters.

Bill (No. 113), To amend the Ditches and Watercourses Act.
Referred to the Select Committee on Municipal matters.

Bill (No. 115), To amend the Assessment Act.
Referred to the Select Committee on Municipal matters.

Bill (No. 7), Respecting the *Midland Railway of Canada*.
Referred to a Committee of the Whole House To-morrow.

Bill (No. 83), To incorporate the *Flos Tramway Company*.
Referred to a Committee of the Whole House To-morrow.

Bill (No. 20), Respecting the *Stratford and Huron* and the *Port Dover and Lake Huron* Railways.

Referred to a Committee of the Whole House To-morrow.

Bill (No. 50), To incorporate the *Cobden and Opeongo Railway Company*.
Referred to a Committee of the Whole House To-morrow.

Bill (No. 16), To amend the Acts incorporating the *North Simcoe Railway Company*.

Referred to a Committee of the Whole House To-morrow.

Bill (No. 3), To incorporate the *Bayfield and South Huron Railway Company*.
Referred to a Committee of the Whole House To-morrow.

Bill (No. 75), To incorporate the *Sarnia and Petrolia* Railway Company.
Referred to a Committee of the Whole House To-morrow.

Bill (No. 49), To incorporate the *Toronto and Nipissing Eastern Extension* Railway Company.

Referred to a Committee of the Whole House To-morrow.

Bill (No. 21), Respecting the Sisters of *St. Joseph*, of the Roman Catholic Diocese of *Hamilton*.

Referred to a Committee of the Whole House To-morrow.

Bill (No. 32), To incorporate the *Grand Ontario Central* Railway Company.

Referred to a Committee of the Whole House To-morrow.

Bill (No. 104), To amend certain particulars in the law of Real Property.

Referred to a Committee of the Whole House To-morrow.

Bill (No. 116), Respecting the incorporation of Cemetery Companies by Letters Patent.

Referred to a Committee of the Whole House To-morrow.

The House resolved itself into a Committee severally to consider the following Bills :—

Bill (No. 57), Respecting the County of *Dufferin*.

Bill (No. 56), Respecting the *Victoria* Railway Company.

Bill (No. 10), To amend the several Acts relating to the *Toronto, Grey and Bruce* Railway.

Bill (No. 8), Respecting Waterworks for the Town of *Wingham*.

Bill (No. 24), To amend the Act incorporating the *Trent Valley* Railway Company.

Bill (No. 46), To amend the Act incorporating the *Windsor and Essex Centre* Railway Company.

Bill (No. 47), To revive and amend the Act incorporating the *St. Mary's and Credit Valley* Railway Company.

Bill (No. 26), To enable the Trustees of *St. Andrew's* Church, *Chatham*, to raise ten thousand dollars to build a Church, and for other purposes.

Bill (No. 42), To authorize the Rector and Churchwardens of *Saint Paul's* Church, in the City of *London*, to lease, mortgage, or sell certain lands heretofore known as *Saint Paul's* Cemetery, and for other purposes.

Mr. Speaker resumed the Chair; and Mr. *Sinclair* reported, That the Committee had directed him to report the several Bills without any amendment.

Ordered, That the Bills reported be severally read the third time To-morrow.

The House resolved itself into a Committee, severally to consider the following Bills :—

Bill (No. 48), To incorporate the *Victoria Northern Extension* Railway Company.

Bill (No. 37), To amend the Acts relating to the *Credit Valley* Railway Company.

Mr. Speaker resumed the Chair; and Mr. *Sinclair* reported, That the Committee had directed him to report the Bills with certain amendments.

The Amendments, having been read the second time, were agreed to.

Ordered, That the Bills reported be severally read the third time to-morrow.

On motion of Mr. *Meredith*, seconded by Mr. *Frazer*,

Ordered, That the name of *William Harkin*, Esquire, be added to the Select Committee on the Game Bill.

The House resolved itself into a Committee to consider Bill (No. 110), Further to amend the Juror's Act; and, after some time spend therein, Mr. Speaker resumed the

Chair; and Mr. *Sinclair* reported, That the Committee had directed him to report the Bill without any amendment.

Ordered, That the Bill be read the third time To-morrow.

The House, according to Order, again resolved itself into the Committee of Supply.

(*In the Committee.*)

Resolved, That there be granted to Her Majesty, for the service of the year 1880, the following sums:—

48. To defray the expenses of Miscellaneous Expenditure, as follow:—

License Law expenses	\$2,000 00
Expenses of collection of law stamps and licenses	1,500 00
Establishing a market for <i>Ontario</i> manufactures	4,500 00
Marriage Licenses	400 00
<i>Ontario</i> Rifle Association	600 00
Insurance on public buildings and furniture.....	1,000 00
Expenses of elections	2,000 00
Expense of contested elections	1,000 00
County Court Judges, for revision of voters' list	1,000 00
Gratuities to officers who may be dispensed with....	5,000 00
Allowance to late Superintendent of Education	4,000 00
For repairs and care of <i>Brock's</i> Monument	500 00
To aid <i>Sanitary Journal</i> , <i>Toronto</i> , for 1879 and 1880 ..	800 00
For Telephone Service,.....	400 00
Expenses of conveyance of prisoners, &c.....	5,250 00
Agricultural Commission expenses.....	5,000 00
Allowances to Counties under sec. 23, cap. 224, R.S.O.	2,232 50

Total..... \$37,182 50

Mr. Speaker resumed the Chair; and, Mr. *Sinclair* reported, That the Committee had come to a Resolution; also, That the Committee had directed him to ask for leave to sit again.

Ordered, That the Report be received To-morrow.

Resolved, That the Committee have leave to sit again To-morrow.

The House then adjourned at 10.55 p.m.

Thursday, 12th February, 1880.

3 O'CLOCK P.M.

PRAYERS.

The following Petitions were severally brought up, and laid upon the Table:—

By the Attorney-General—The Petition of the Town Council of *Woodstock*.

By Mr. *Richardson*—The Petition of the County Council of the United Counties of *Leeds* and *Grenville*.

By Mr. *Dryden*—The Petition of the Town Council of *Whitby*.

By Mr. *Near*—The Petition of *John Malone* and others, of *Stamford*; also, of *W. W. Shepherd* and others, of *Welland*.

By Mr. *Broder*—The Petition of *W. H. Irvine* and others, of *Dundas*.

By Mr. *Parkhill*—The Petition of the County Council of *Simcoe*.

By Mr. *Cook*—The Petition of the County Council of *Simcoe*.

Mr. *Fraser*, from the Standing Committee on Private Bills, presented their Eleventh Report, which was read as follows :—

The Committee have carefully considered Bill (No. 98), Respecting the Debenture debt of the City of *Guelph*, and have prepared certain amendments thereto; they have also amended the preamble to the Bill to conform with the facts before the Committee.

The Committee recommend that Rule No. 51, of your Honourable House, be suspended in this, that the time for receiving Reports from the Committee on Private Bills be extended to and inclusive of Friday, the fourteenth day of February instant.

Ordered, That the time for receiving Reports from the Committee on Private Bills, and from the Committee on Railways, be extended until, and inclusive of Friday, the thirteenth instant.

The following Bill was introduced, and read the first time :—

Bill (No. 123), intituled “An Act respecting the removal of persons from County Gaols to Provincial Institutions.”—Mr. *Wood*.

Ordered, That the Bill be read the second time on Monday next.

The following Bills were severally read the third time, and passed :—

Bill (No. 10), To amend the several Acts relating to the *Toronto, Grey and Bruce* Railway.

Bill (No. 24), To amend the Act incorporating the *Trent Valley* Railway Company.

Bill (No. 47), To revive and amend the Act incorporating the *St. Mary's and Credit Valley* Railway Company.

Bill (No. 26), To enable the Trustees of *St. Andrew's Church, Chatham*, to raise ten thousand dollars to build a Church, and for other purposes.

Bill (No. 42), To authorize the Rector and Churchwardens of *St. Paul's Church*, in the City of *London*, to lease, mortgage, or sell certain lands heretofore known as *St. Paul's Cemetery*, and for other purposes.

Bill (No. 37), To amend the Acts relating to the *Credit Valley* Railway Company.

The following Bills were severally read the third time :—

Bill (No. 57), Respecting the County of *Dufferin*.

Resolved, That the Bill do pass and be intituled “An Act to confirm certain preliminary proceedings, and make further provision for the formation of the County of *Dufferin*.”

Bill (No. 56), Respecting the *Victoria* Railway Company.

Resolved, That the Bill do pass, and be intituled “An Act to extend the time for completing the *Victoria* Railway.”

On motion of Mr. *Pardee*, seconded by Mr. *Wood*,

Resolved, That this House will To-morrow resolve itself into a Committee to consider a certain proposed Resolution relating to the Free Grants and Homesteads Act.

The Order of the Day, for the consideration of the Amendments made in Committee on Bill (No. 66), To make further provisions respecting Supplementary Drainage By-laws, having been read, the amendments were concurred in.

Ordered, That the Bill be read the third time To-morrow.

The House resolved itself into a Committee to consider Bill (No. 104) To amend certain particulars in the law of Real Property ; and, after some time spent therein, Mr. Speaker resumed the Chair ; and Mr. *Sinclair* reported, That the Committee had directed him to report the Bill without any amendment.

Ordered, That the Bill be read the third time To-morrow.

The House resolved itself into a Committee to consider Bill (No. 116), Respecting the incorporation of Cemetery Companies by Letters Patent ; and, after some time spent therein, Mr. Speaker resumed the Chair ; and Mr. *Sinclair* reported, That the Committee had directed him to report the Bill without any amendment.

Ordered, That the Bill be read the third time To-morrow.

The following Bills were severally read the second time :—

Bill (No. 106), Respecting certain amendments to the Public Schools Act.

Referred to a Committee of the Whole House To-morrow.

Bill (No. 118), Respecting Companies incorporated under Imperial Statutes.

Referred to a Committee of the Whole House To-morrow.

The House, according to Order, again resolved itself into the Committee of Supply.

(In the Committee).

Resolved, That there be granted to Her Majesty, for the service of the year 1880, the following sums :—

44. To defray the expenses of the School of Practical Science, as follow :—

SALARIES :

Professor in engineering	\$1,800 00
Assistant in chemistry	1,500 00

EXPENSES :

Chemicals and other material	500 00
Gas	125 00
Fuel	400 00
Water	75 00
Ordinary repairs	200 00
Printing and incidentals	350 00
Attendant	450 00

Total \$5,400 00

62. To defray the expenses of works at the School of Practical Science.... \$4,359 00

Mr. Speaker resumed the Chair ; and Mr. *Sinclair* reported, That the Committee had come to several Resolutions ; also, That the Committee had directed him to ask for leave to sit again.

Ordered, That the Report be received To-morrow.

Resolved, That the Committee have leave to sit again To-morrow.

Mr. *Sinclair*, from the Committee of Supply, reporting the following Resolutions :—

1. *Resolved*, That a sum not exceeding Five thousand five hundred and eighty dollars be granted to Her Majesty to defray the expenses of Government House for year ending 31st December, 1880.

2. *Resolved*, That a sum not exceeding Three thousand three hundred and fifty dollars be granted to her Majesty to defray the expenses of the Lieutenant Governor's office for the year ending 31st December, 1880.

3. *Resolved*, That a sum not exceeding Fourteen thousand four hundred and seventy dollars be granted to Her Majesty to defray the expenses of the Executive Council and Attorney-General's office for the year ending 31st December, 1880.

4. *Resolved*, That a sum not exceeding Twenty thousand eight hundred dollars be granted to Her Majesty to defray the expenses of the Department of Education for the year ending 31st December, 1880.

5. *Resolved*, That a sum not exceeding Forty-four thousand seven hundred and fifty dollars be granted to Her Majesty to defray the expenses of the Crown Lands Department for the year ending 31st December, 1880.

6. *Resolved*, That a sum not exceeding Nineteen thousand one hundred and seventy-two dollars be granted to Her Majesty to defray the expenses of the Department of Public Works for the year ending 31st December, 1880.

7. *Resolved*, That a sum not exceeding Seventeen thousand four hundred and fifty dollars be granted to Her Majesty to defray the expenses of the Treasurer's office for the year ending 31st December, 1880.

8. *Resolved*, That a sum not exceeding One thousand four hundred dollars be granted to Her Majesty to defray the expenses of the Department of Agriculture for the year ending 31st December, 1880.

9. *Resolved*, That a sum not exceeding Seven thousand four hundred and fifty dollars be granted to Her Majesty to defray the expenses of Inspection of Public Institutions for the year ending 31st December, 1880.

10. *Resolved*, That a sum not exceeding Twenty-five thousand six hundred and twenty-five dollars be granted to Her Majesty to defray the expenses of the Secretary and Registrar's office for the year ending 31st December, 1880.

11. *Resolved*, That a sum not exceeding One thousand four hundred dollars be granted to Her Majesty to defray the expenses of Immigration for the year ending 31st December, 1880.

12. *Resolved*, That a sum not exceeding Thirteen thousand eight hundred and fifty dollars be granted to Her Majesty to defray Miscellaneous expenses for the year ending 31st December, 1880, as follows :—Cost of Official Gazette, Four thousand two hundred dollars. Queen's Printer's salary, One thousand two hundred dollars. Clerk's salary in Queen's Printer's office, Five hundred dollars. Contingencies, including stationery and postage One hundred dollars. Inspector of Registry Offices salary (including travelling expenses), One thousand five hundred dollars. Inspector of Division Courts salary, One thousand four hundred dollars. Travelling expenses of Inspector of Division Courts, Four hundred dollars. Inspector of Insurance salary, Two thousand dollars. Clerk in office of Inspector, salary, Six hundred dollars. Contingencies, travelling and office expenses, Four hundred dollars. General Clerk of Works for Public Institutions salary, One thousand two hundred dollars. Expenses of Inspection of Offices for Deputy Clerks of the Crown, Deputy Masters, and Registrars in Chancery and County Courts, Three hundred and fifty dollars.

13. *Resolved*, That a sum not exceeding One hundred and eight thousand eight hundred dollars be granted to Her Majesty to defray the expenses of Legislation for the year ending 31st December, 1880.

The several Resolutions having been read the second time,

Ordered, That the further consideration of the Second, Fifth, Seventh, Ninth, Eleventh, Twelfth and Thirteenth Resolutions be postponed until To-morrow.

The remaining Resolutions were agreed to.

The House then adjourned at 5.55 p.m.

Friday, 13th February, 1880.

3 O'CLOCK P.M.

PRAYER

The following Petitions were severally brought up, and laid upon the Table :—

By Mr. *McLaughlin*—The Petition of the Town Council of *Bowmanville*.

By Mr. *Vaters*—The Petition of the County Council of *Middlesex*.

By Mr. *Patterson*—The Petition of the County Council of *York*.

By Mr. *Widdifield*—The Petition of the County Council of *York*.

By Mr. *Pooley*—The Petition of the County Council of *Middlesex*.

By Mr. *Morris*—The Petition of *E. O. Bickford*, of *Toronto*.

The following Petitions were read and received :—

Of the City Council of *Toronto*, praying for certain amendments to the Municipal Act, respecting the power of Councils to acquire lands for the purposes of public buildings.

Of *C. Macintosh* and others, of *Ottawa*; also, of *J. Peters* and others, of *Kingston*, severally praying for certain amendments to the Game Law.

Of the Town Council of *Chatham*; also, of the Town Council of *Bellville*, severally praying that the Bill before the House respecting the collection of Market Fees, may not pass.

Of the City Council of *Toronto*, praying that the proposed amendments to the Municipal Act, respecting licenses to pedlars and others may not become law.

Of *D. Sutherland* and others, of *Clinton*; also, of *Alfred Andrews* and others, of *Strathroy*; also, of *R. W. Woodsworth* and others, of *Jarvis*, severally praying that the sale of intoxicating liquors may be prohibited on certain holidays.

Of *William Eden* and others, of *Welland*, praying for certain amendments to the License Act respecting the hours of closing on Saturdays.

Mr. *Foster*, from the Standing Committee on Private Bills, presented their Twelfth Report, which was read as follows :—

The Committee have carefully re-considered Bill (No. 39), To amend the Act incorporating the *William Hall Peterborough* Protestant Poor Trust, and have prepared certain amendments thereto; they have also amended the preamble of the Bill to conform with the facts before the Committee. The Committee recommend that the fees, less the actual cost of printing, be remitted on the Bill, on the ground that the same related to charitable matters.

Ordered, That the fees, less the actual cost of printing, be remitted on Bill (No. 39), The *Peterborough* Poor Trust.

The following Bills were severally introduced, and read the first time :—

Bill (No. 124), intituled "An Act to protect the goods of Lodgers against distress for rent due to the Superior Landlords."—Mr. *Monk*.

Ordered, That the Bill be read the second time on Tuesday next.

Bill (No. 125), intituled "An Act respecting the *Ontario* Reformatory for Boys."—Mr. *Wood*.

Ordered, That the Bill be read the second time on Tuesday next.

The following Bills were severally read the third time, and passed :—

Bill (No. 30), To incorporate the Village of *Warton*.

Bill (No. 46), To amend the Act incorporating the *Windsor and Essex Centre* Railway Company.

Bill (No. 104), To amend certain particulars in the law of Real Property.

Bill (No. 116), Respecting the incorporation of Cemetery Companies by Letters Patent.

The Order of the Day for the third reading of Bill (No. 48), To incorporate the *Victoria Northern Extension* Railway Company, having been read,

Ordered, That the Order be Discharged, and that the Bill be forthwith referred back to a Committee of the Whole House, with instructions to amend the same.

The House accordingly resolved itself into the Committee; and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *Sinclair* reported, That the Committee had amended the Bill as directed.

The Bill was then read the third time.

Resolved, That the Bill do pass, and be intituled "An Act to incorporate the *Victoria Extension* Railway Company."

The Order of the Day for the second reading of Bill (No. 108), To amend the Assessment Act, having been read,

Ordered, That the Order be Discharged, and that the Bill be withdrawn.

The House resolved itself into a Committee severally to consider the following Bills:—

Bill (No. 83), To incorporate the *Flos* Tramway Company.

Bill (No. 16), To amend the Acts incorporating the *North Simcoe* Railway Company.

Bill (No. 3), To incorporate the *Bayfield* and *South Huron* Railway Company.

Bill (No. 21), Respecting the Sisters of *St. Joseph*, of the Roman Catholic Diocese of *Hamilton*.

Mr. Speaker resumed the Chair; and Mr. *Sinclair* reported, That the Committee had directed him to report the several Bills without any amendment.

Ordered, That the Bills reported be severally read the third time on Monday next.

The House resolved itself into a Committee severally to consider the following Bills:—

Bill (No. 50), To incorporate the *Cobden* and *Opeongo* Railway Company.

Bill (No. 49), To incorporate the *Toronto* and *Nipissing Eastern Extension* Railway Company.

Bill (No. 7), Respecting the *Midland* Railway of *Canada*.

Mr. Speaker resumed the Chair; and Mr. *Sinclair* reported, That the Committee had directed him to report the several Bills with certain amendments.

The Amendments, having been read the second time, were agreed to.

Ordered, That the Bills reported be severally read the third time on Monday next.

The following Bills were severally read the second time:—

Bill (No. 117), To amend the Municipal Act.

Referred to the Select Committee on Municipal matters.

Bill (No. 19), Respecting the *Grand Junction* Railway Company.

Referred to a Committee of the Whole House on Monday next.

Bill (No. 23), Respecting the *Toronto* and *Ottawa* Railway Company.

Referred to a Committee of the Whole House on Monday next.

Bill (No. 22), Respecting the construction of a branch of the *Belleville* and *North Hastings* Railway to the Village of *Tweed*.

Referred to a Committee of the Whole House on Monday next.

The Order of the Day, for the House to resolve itself into Committee to consider a certain proposed Resolution relative to the Free Grants and Homesteads Act, having been read,

The Attorney-General, by command of the Lieutenant-Governor, acquainted the House that the Lieutenant-Governor, having been informed of the subject matter of the proposed Resolution, recommends the same to the consideration of the House.

The House then resolved itself into the Committee; and, after some time spent therein, Mr. *Sinclair* reported, That the Committee had come to a Resolution.

Ordered, That the Report be now received.

Mr. *Sinclair* reported the Resolution as follows:—

Resolved, That the Patentee, his heirs or assigns, of land hereafter located or sold under the Free Grants and Homestead Act, shall be entitled to be paid out of the Consolidated Revenue of the Province on all pine trees cut on such land subsequent to the thirtieth day of April next after the date of the patent, and upon which dues have been collected by the Crown, the sum of twenty-five cents on each thousand feet board measure of saw logs, and three dollars on each thousand cubic feet of square or waney timber.

The Resolution, having been read the second time,

Mr. *Pardee* moved, seconded by Mr. *Wood*, That the Resolution be now concurred in.

Mr. *Meredith* moved in amendment, seconded by Mr. *Morris*,

That the Resolution be not now concurred in, but that it be *Resolved*, That it is not expedient to interfere with the existing law, giving to the settlers in the Free Grant Districts the pine timber remaining on their lands at the time of the issuing of the patent thereof.

And the Amendment, having been put, was lost, on the following Division:—

YEAS :

Messieurs :

<i>Baker,</i>	<i>Harkin,</i>	<i>Merrick,</i>	<i>Parkhill,</i>
<i>Bell,</i>	<i>Lauder,</i>	<i>Metcalf,</i>	<i>Richardson,</i>
<i>Boulter,</i>	<i>Long,</i>	<i>Morgan,</i>	<i>Tooley,</i>
<i>Calvin,</i>	<i>Macmaster,</i>	<i>Morris,</i>	<i>White,</i>
<i>Creighton,</i>	<i>Meredith,</i>	<i>Near,</i>	<i>Wigle—21.</i>
<i>French,</i>			

NAYS :

Messieurs :

<i>Ballantyne,</i>	<i>Fraser,</i>	<i>Lyon,</i>	<i>Robinson (Cardwell),</i>
<i>Baxter,</i>	<i>Freeman,</i>	<i>McCraney,</i>	<i>Robinson (Kent),</i>
<i>Bishop,</i>	<i>Gibson (Huron),</i>	<i>McKim,</i>	<i>Sinclair,</i>
<i>Bonfield,</i>	<i>Gibson (Hamilton),</i>	<i>McLaughlin,</i>	<i>Springer,</i>
<i>Caldwell,</i>	<i>Graham,</i>	<i>Miller,</i>	<i>Striker,</i>
<i>Cascaden,</i>	<i>Hardy,</i>	<i>Mowat,</i>	<i>Waters,</i>
<i>Chisholm,</i>	<i>Hawley,</i>	<i>Murray,</i>	<i>Watterworth,</i>
<i>Cook,</i>	<i>Hay,</i>	<i>Nairn,</i>	<i>Wells,</i>
<i>Crooks,</i>	<i>Hunter,</i>	<i>Pardee,</i>	<i>Widdifield,</i>
<i>Dryden,</i>	<i>Laidlaw,</i>	<i>Paxton,</i>	<i>Wood—43.</i>
<i>Ferrie,</i>	<i>Lees,</i>	<i>Peck,</i>	

The Motion, having been then put, was carried on the same division, and it was,

Resolved, That the Patentee, his heirs or assigns, of land hereafter located or sold, under the Free Grants and Homestead Act, shall be entitled to be paid out of the Consolidated Revenue of the Province on all pine trees cut on such land subsequent to the thirtieth day of April next after the date of the patent, and upon which dues have been collected by the Crown, the sum of twenty-five cents on each thousand feet board mea-

sure of saw logs, and three dollars on each thousand cubic feet of square or waney timber.

The House resolved itself into a Committee to consider Bill (No. 118), Respecting Companies incorporated under Imperial Statutes ; and, after some time spent therein, Mr. Speaker resumed the Chair ; and Mr. *Sinclair* reported, That the Committee had directed him to report the Bill without any amendment.

Ordered, That the Bill be read the third time on Monday next.

The House resolved itself into a Committee to consider Bill (No. 101), To extend the jurisdiction of the Division Courts, and to regulate the offices of the said Courts ; and, after some time spent therein, Mr. Speaker resumed the Chair ; and Mr. *Sinclair* reported, That the Committee had made some progress, and directed him to ask leave to sit again.

Resolved, That the Committee have leave to sit again on Monday next.

The House then adjourned at 10.05 p.m.

Monday, 16th February, 1880.

3 O'CLOCK P.M.

PRAYERS.

The following Petitions were severally brought up, and laid upon the Table :—

By Mr. *Hunter*—The Petition of *William Stewart* and others, of *Grey* ; also, the Petition of *Wesley Long* and others, of *Osprey* ; also, the Petition of *Finlay MacRae* and others, of *Durham*.

By Mr. *Long*—The Petition of the County Council of *Simcoe*.

By Mr. *Dryden*—Two Petitions of the County Council of *Ontario*.

By Mr. *Near*—The Petition of *T. F. Ellis* and others, of *Welland*.

By Mr. *Bell*—The Petition of the Town Council of *Perth*.

The following Bills were severally introduced, and read the first time :—

Bill (No. 126), intituled “An Act respecting *Niagara Falls* and the adjacent territory.”—The Attorney-General.

Ordered, That the Bill be read the second time on Wednesday next.

Bill (No. 127), intituled “An Act to amend the Municipal Act.”—Mr. *Long*.

Ordered, That the Bill be read the second time on Wednesday next.

Bill (No. 70), intituled “An Act to enable the officers of the Public Service to provide retiring allowances.”—Mr. *Hardy*.

Ordered, That the Bill be read the second time on Wednesday next.

Bill (No. 128), To extend the powers of Joint Stock Companies for the erection of Exhibition Buildings.—Mr. *Sinclair*.

Ordered, That the Bill be read the second time on Wednesday next.

The following Bills were severally read the third time, and passed :—

Bill (No. 50), To incorporate the *Cobden* and *Opeongo* Railway Company.

Bill (No. 16), To amend the Acts incorporating the *North Simcoe* Railway Company.

Bill (No. 49), To incorporate the *Toronto* and *Nipissing Eastern Extension* Railway Company.

Bill (No. 21), Respecting the Sisters of *St. Joseph*, of the Roman Catholic Diocese of *Hamilton*.

The Order of the Day for the third reading of Bill (No. 92), To amend the Free Grants and Homesteads Act having been read,

Ordered, That the Order be Discharged, and that the Bill be forthwith referred back to a Committee of the Whole House, with instructions to amend the same.

The House accordingly resolved itself into the Committee; and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *Sinclair* reported, That the Committee had amended the Bill as directed.

The Amendments, having been read the second time, were agreed to.

Ordered, That the Bill be read the third time To-morrow.

The House resolved itself into a Committee severally to consider the following Bills:—

Bill (No. 20), Respecting the *Stratford* and *Huron* and the *Port Dover* and *Lake Huron* Railways.

Bill (No. 32), To incorporate the *Grand Ontario Central* Railway Company.

Mr. Speaker resumed the Chair; and Mr. *Sinclair* reported, That the Committee had directed him to report the several Bills without any amendment.

Ordered, That the Bills reported be severally read the third time To-morrow.

On motion of Mr. *Baxter*, seconded by Mr. *McCraney*,

Ordered, That there be laid before this House, a Return giving the names of the Municipalities which have adopted Township Boards of Public School Trustees; the date of their establishment, and any correspondence in connection therewith.

On motion of Mr. *Gibson* (*Huron*), seconded by Mr. *Chisholm*,

Ordered, That there be laid before this House, a Return of all Insurance Companies which have not made their Returns to Government of the business of the year 1879, as provided by cap. 160, sec. 26, and cap. 161, sec. 76, R. S. O.

The following Bill was read the second time:—

Bill (No. 39), To amend the Act incorporating the *William Hall Peterborough* Protestant Poor Trust.

Referred to a Committee of the Whole House To-morrow.

The Order of the Day for the second reading of Bill (No. 114), To amend the Mutual Fire Insurance Companies Act, having been read,

Ordered, That the Order be Discharged, and that the Bill be withdrawn.

Mr. *Sinclair*, from the Committee of Supply, reported the following Resolutions:

14. *Resolved*, That a sum not exceeding Sixteen thousand three hundred dollars be granted to Her Majesty to defray the expenses of the Superior Judges and Court of Appeal for the year ending 31st December, 1880.

15. *Resolved*, That a sum not exceeding Twenty thousand five hundred and ninety-five dollars be granted to Her Majesty to defray the expenses of the Court of Chancery for the year ending 31st December, 1880.

16. *Resolved*, That a sum not exceeding Nine thousand six hundred and twenty dollars be granted to Her Majesty to defray the expenses of the Court of Queen's Bench for the year ending 31st December, 1880.

17. *Resolved*, That a sum not exceeding Five thousand three hundred and ten dollars be granted to Her Majesty to defray the expenses of the Court of Common Pleas for the year ending 31st December 1880.

18. *Resolved*, That a sum not exceeding Four thousand nine hundred dollars be granted to Her Majesty to defray the expenses of Practice and other Courts for the year ending 31st December, 1880.

19. *Resolved*, That a sum not exceeding One hundred and sixty-four thousand dollars be granted to Her Majesty to defray the expenses of Criminal Justice for the year ending 31st December, 1880.

20. *Resolved*, That a sum not exceeding Sixty-six thousand eight hundred and seventy-five dollars be granted to Her Majesty to defray the expenses of Miscellaneous Justice for the year ending 31st December, 1880.

21. *Resolved*, That a sum not exceeding Two hundred and forty thousand dollars be granted to Her Majesty to defray the expenses of Public and Separate Schools for the year ending 31st December, 1880.

22. *Resolved*, That a sum not exceeding Twenty-nine thousand six hundred and thirty dollars be granted to Her Majesty to defray the expenses of the Inspection of Public and Separate Schools for the year ending December 31st, 1880.

23. *Resolved*, That a sum not exceeding Thirteen thousand five hundred dollars be granted to Her Majesty to defray the expenses of Schools in new and poor Townships for the year ending 31st December, 1880.

24. *Resolved*, That a sum not exceeding Eighty-three thousand dollars be granted to Her Majesty to defray the expenses of Collegiate Institutes and High Schools for the year ending 31st December, 1880.

25. *Resolved*, That a sum not exceeding Seven thousand four hundred dollars be granted to Her Majesty to defray the expenses of Inspection of Collegiate Institutes and High Schools for the year ending 31st December, 1880.

26. *Resolved*, That a sum not exceeding Seven thousand six hundred dollars be granted to Her Majesty to defray the expenses of Departmental Examinations of Public School Teachers for the year ending 31st December, 1880.

27. *Resolved*, That a sum not exceeding Eighteen thousand eight hundred dollars be granted to Her Majesty, to defray the expenses of the training of Public School Teachers for the year ending 31st December, 1880.

28. *Resolved*, That a sum not exceeding Forty-two thousand four hundred dollars be granted to Her Majesty to defray the expenses of Superannuated High and Public School Teachers for the year ending 31st December, 1880.

29. *Resolved*, That a sum not exceeding Twenty-one thousand nine hundred and seventy-five dollars be granted to Her Majesty to defray the expenses of the Normal and Model Schools, *Toronto*, for the year ending 31st December, 1880.

30. *Resolved*, That a sum not exceeding Nine thousand nine hundred and ninety dollars be granted to Her Majesty to defray the expenses of the Normal School, at *Ottawa*, for the year ending 31st December, 1880.

31. *Resolved*, That a sum not exceeding One thousand six hundred and fifty dollars be granted to Her Majesty to defray the expenses of the Provincial Educational Museum and Library for the year ending 31st December, 1880.

32. *Resolved*, That a sum not exceeding Nineteen thousand seven hundred and thirty-five dollars be granted to Her Majesty to defray the expenses of the Education Depository for the year ending 31st December, 1880.

33. *Resolved*, That a sum not exceeding One thousand three hundred dollars be granted to Her Majesty to defray the Miscellaneous expenses of Education for the year ending 31st December, 1880.

34. *Resolved*, That a sum not exceeding Eighty-three thousand two hundred and thirty eight dollars be granted to Her Majesty to defray the expenses of the Asylum for the Insane at *Toronto*, for the year ending 31st December, 1880.

35. *Resolved*, That a sum not exceeding One hundred and three thousand nine hundred and sixty-two dollars be granted to Her Majesty to defray the expenses of the Asylum for the Insane at *London*, for the year ending 31st December, 1880.

36. *Resolved*, That a sum not exceeding Fifty-five thousand two hundred and fourteen dollars be granted to Her Majesty to defray the expenses of the Asylum for the Insane at *Kingston*, for the year ending 31st December, 1880.

37. *Resolved*, That a sum not exceeding Forty-five thousand nine hundred and eighty-three dollars be granted to Her Majesty to defray the expenses of the Asylum for the Insane at *Hamilton*, for the year ending 31st December, 1880.

38. *Resolved*, That a sum not exceeding Twenty thousand five hundred and seventy-four dollars be granted to Her Majesty to defray the expenses of the Asylum for Idiots at *Orillia*, for the year ending 31st December, 1880.

39. *Resolved*, That a sum not exceeding Sixty-two thousand and seventy dollars be granted to Her Majesty to defray the expenses of the Central Prison at *Toronto*, for the year ending 31st December, 1880.

40. *Resolved*, That a sum not exceeding Twenty-nine thousand six hundred and sixty-four dollars be granted to Her Majesty to defray the expenses of the Provincial Reformatory at *Penetanguishene*, for the year ending 31st December, 1880.

41. *Resolved*, That a sum not exceeding Thirty-eight thousand and thirty-three dollars be granted to Her Majesty to defray the expenses of the Institution for the Deaf and Dumb, *Belleville*, for the year ending 31st December, 1880.

42. *Resolved*, That a sum not exceeding Thirty thousand one hundred and thirty-nine dollars be granted to Her Majesty to defray the expenses of the Institution for the Blind at *Brantford*, for the year ending 31st December, 1880.

43. *Resolved*, That a sum not exceeding Twenty-three thousand seven hundred and fifty dollars be granted to Her Majesty to defray the expenses of the School of Agriculture for the year ending 31st December, 1880.

44. *Resolved*, That a sum not exceeding Five thousand four hundred dollars be granted to Her Majesty to defray the expenses of the School of Practical Science for the year ending 31st December, 1880.

45. *Resolved*, That a sum not exceeding Forty-nine thousand nine hundred and fifty dollars be granted to Her Majesty to defray the expenses of Immigration for the year ending 31st December, 1880.

46. *Resolved*, That a sum not exceeding One hundred and nine thousand six hundred dollars be granted to Her Majesty to defray the expenses of Agriculture and Arts, and Literary and Scientific Institutions for the year ending 31st December, 1880.

47. *Resolved*, That a sum not exceeding Seventy-two thousand two hundred and thirty-two dollars and sixty-three cents be granted to Her Majesty to defray the expenses of Hospitals and Charities for the year ending 31st December, 1880.

48. *Resolved*, That a sum not exceeding Thirty-seven thousand one hundred and eighty-two dollars and fifty-cents, be granted to Her Majesty to defray the expenses of Miscellaneous Expenditure for the year ending 31st December, 1880, as follows:—To defray the expenses of License Law, Two thousand dollars. To defray the expenses of collection of Revenue for Law Stamps and Licenses, One thousand five hundred dollars. To defray Grant to aid in establishing a market for *Ontario* manufactures and agricultural products in European and foreign countries, Four thousand five hundred dollars. To defray the expenses of Marriage Licenses, Four hundred dollars. To defray the expenses of *Ontario* Rifle Association, Six hundred dollars. To defray the expenses of Insurance on Public Buildings and Furniture, One thousand dollars. To defray the expenses of Elections, Two thousand dollars. To defray the expenses of Contested Elections, One thousand dollars. To defray the expenses of County Court Judges on Revision of Voters' Lists for 1878, One thousand dollars. To cover gratuities to officers whose services may be dispensed with, Five thousand dollars. To defray allowance to late Superintendent of Education, Four thousand dollars. To defray the expenses of repairs and care of *Brock's* Monument, Five hundred dollars. To defray aid to "Sanitary Journal," *Toronto*, for 1879 and 1880, Eight hundred dollars. To defray allowances to Counties under provisions of sec. 23, cap. 224, R.S.O., Two thousand two hundred and thirty-two dollars and fifty cents. To defray expenses of Telephone Service, Four hundred dollars. To defray expenses of taking lunatics to the Asylums, boys to the Reformatory for Boys, and females to the Mercer Reformatory, Five thousand two hundred and fifty dollars. To defray expenses of Agricultural Commission, Five thousand dollars.

49. *Resolved*, That a sum not exceeding Ten thousand two hundred and fifteen dollars be granted to Her Majesty to defray the expenses at the works at the Asylum for the Insane, *Toronto*, for the year ending 31st December, 1880.

50. *Resolved*, That a sum not exceeding Six thousand one hundred and ninety dollars

be granted to Her Majesty to defray the expenses of the works at the Asylum for the Insane, *London*, for the year ending 31st December, 1880.

51. *Resolved*, That a sum not exceeding Twelve thousand two hundred dollars be granted to Her Majesty to defray the expenses of works at the Asylum, *Hamilton*, for the year ending 31st December, 1880.

52. *Resolved*, That a sum not exceeding Thirteen thousand nine hundred dollars be granted to Her Majesty to defray the expenses of works at the Asylum for the Insane, *Kingston*, for the year ending 31st December, 1880.

53. *Resolved*, That a sum not exceeding One thousand and twenty-five dollars be granted to Her Majesty to defray the expenses of the Asylum for Idiots at *Orillia*, for the year ending 31st December, 1880.

54. *Resolved*, That a sum not exceeding Twenty-five thousand two hundred and fifty-four dollars and eighty-eight cents be granted to Her Majesty to defray the expenses of works at the Provincial Reformatory, *Penetanguishene*, for the year ending 31st December, 1880.

55. *Resolved*, That a sum not exceeding Fourteen thousand and fourteen dollars be granted to Her Majesty to defray the expenses of the Reformatory for Females for the year ending 31st December, 1880.

56. *Resolved*, That a sum not exceeding One thousand six hundred and fifty dollars be granted to Her Majesty to defray the expenses of works at the Central Prison, *Toronto*, for the year ending 31st December, 1880.

57. *Resolved*, That a sum not exceeding Four thousand seven hundred and sixty-two dollars be granted to Her Majesty to defray the expenses of works at the Deaf and Dumb Institute, *Belleville*, for the year ending 31st December, 1880.

58. *Resolved*, That a sum not exceeding One thousand eight hundred and ninety-five dollars and eighty-eight cents be granted to Her Majesty to defray the expenses of works at the Blind Institute, *Brantford*, for the year ending 31st December, 1880.

59. *Resolved*, That a sum not exceeding Twenty-two thousand dollars be granted to Her Majesty to defray the expenses of works at the School of Agriculture, *Guelph*, for the year ending 31st December, 1880.

60. *Resolved*, That a sum not exceeding One thousand six hundred and fifty dollars be granted to Her Majesty to defray the expenses of works at the Normal School and Education Office, *Toronto*, for the year ending 31st December, 1880.

61. *Resolved*, That a sum not exceeding Twenty-three thousand nine hundred and thirty-five dollars be granted to Her Majesty to defray the expenses of works at the Normal School, *Ottawa*, for the year ending 31st December, 1880.

62. *Resolved*, That a sum not exceeding Four thousand three hundred and fifty-nine dollars be granted to Her Majesty to defray the expenses of the School of Practical Science for the year ending 31st December, 1880.

63. *Resolved*, That a sum not exceeding One thousand five hundred dollars be granted to Her Majesty to defray the expenses of works at *Osgoode Hall, Toronto*, for the year ending 31st December, 1880.

64. *Resolved*, That a sum not exceeding Three thousand dollars be granted to Her Majesty to defray the expenses of works at Government House, *Toronto*, for the year ending 31st December, 1880.

65. *Resolved*, That a sum not exceeding One thousand five hundred dollars be granted to Her Majesty to defray the expenses of works at the Parliament and Departmental Buildings, *Toronto*, for the year ending 31st December, 1880.

66. *Resolved*, That a sum not exceeding One thousand dollars be granted to Her Majesty to defray the expenses of works in the District of *Algoma*, for the year ending 31st December, 1880.

67. *Resolved*, That a sum not exceeding One thousand five hundred dollars be granted to Her Majesty to defray the expenses of works in the *Thunder Bay* District, for the year ending 31st December, 1880.

68. *Resolved*, That a sum not exceeding Two thousand eight hundred dollars be granted to Her Majesty to defray the expenses of works in the *Muskoka* and *Parry Sound* Districts, for the year ending 31st December, 1880.

69. *Resolved*, That a sum not exceeding Two hundred dollars be granted to Her Majesty to defray the expenses of works in the *Nipissing* District, for the year ending 31st December, 1880.

70. *Resolved*, That a sum not exceeding Three thousand dollars be granted to Her Majesty to defray the expenses of New Territory for the year ending 31st December, 1880.

71. *Resolved*, That a sum not exceeding Thirty-two thousand nine hundred dollars be granted to Her Majesty to defray the expenses of Public Works for the year ending 31st December, 1880.

72. *Resolved*, That a sum not exceeding Ninety-five thousand two hundred and fifty dollars be granted to Her Majesty to defray the expenses of construction or repairs and Colonization Roads, for the year ending 31st December, 1880.

73. *Resolved*, That a sum not exceeding Seventy-three thousand dollars be granted to Her Majesty to defray the expense of Crown Land Expenditure, for the year ending 31st December, 1880.

74. *Resolved*, That a sum not exceeding Forty-four thousand two hundred and sixty-two dollars and eighteen cents be granted to Her Majesty to defray the expenses of the Refund Account, for the year ending 31st December, 1880.

75. *Resolved*, That a sum not exceeding Fifty thousand dollars be granted to Her Majesty to defray Unforeseen and Unprovided Expenses for the year ending 31st December, 1880.

The several Resolutions having been read the second time,

Ordered, That the further consideration of Nineteenth, Twentieth, Twenty-fifth, Twenty-eighth, Thirty-second, Fortieth, Forty-third, Forty-fourth, Forty-fifth, Forty-seventh, Forty-eighth, Fifty-fourth, Fifty-ninth, Sixty-second, Sixty-fifth, Sixty-eighth, Seventieth, Seventy-second, Seventy-third and Seventy-fifth Resolutions be postponed until To-morrow.

The remaining Resolutions were then agreed to.

The House then adjourned at 4.40 p.m.

Tuesday, 17th February, 1880.

3 O'CLOCK P.M.

PRAYERS.

The following Petitions were read and received :—

Of the County Council of *York*, praying for certain amendments to the Municipal Act, respecting the acquisition of property for the purpose of Public Buildings.

Of *E. O. Bickford*, of *Toronto*, praying that the Village of *Stirling* may not be relieved from the payment of certain debentures issued in favour of the *Grand Junction* Railway.

Of the County Council of *Middlesex*, praying that no amendments be made to the Assessment Act, respecting the taxation of Government property.

Of the County Council of *Woodstock* : also, of the Town Council of *Whitby* : also, of the Town Council of *Bowmanville*, severally praying that the Bill before the House respecting the collection of Market Fees, may not pass.

Of the County Council of the United Counties of *Leeds* and *Grenville*, praying for certain amendments to the Vagrant Act.

Of *W. H. Irwin* and others, of *Dundas* : also, of the County Council of *Simcoe*, severally praying for certain amendments to the School Act, respecting the duration of the Summer Vacations.

Of the County Council of *Simcoe*, praying for certain amendments to the Municipal Act, respecting the appointment of Auditors.

Of *W. W. Shepherd* and others, of *Welland*, praying that the sale of intoxicating liquors may be prohibited on certain holidays.

Of *John Malone* and others, of *Stratford*, praying for certain amendments to the Municipal Act, respecting the Market Tax on farm produce.

Of the County Council of *York*, praying for certain amendments to the Municipal Act respecting the commutation of Statute Labour.

Mr. *Hardy* presented to the House :—

In obedience to an Order of the House of the 14th day of February, 1879, a Return shewing the original cost of lands known as *Minico Farm* ; the number of acres sold, and the amounts realized therefor ; also, shewing the number of acres remaining unsold ; the number and names of the tenants or lessees thereof, or any part thereof ; the number of acres held by each such tenant or lessee ; the respective rentals agreed to be paid by each such tenant or lessee ; the amounts paid, and the terms and conditions of the lease or tenancy of such tenant or lessee. (*Sessional Paper No. 40.*)

Also :—In obedience to an Order of the House of the 30th day of January, 1880, a Return of all Departmental Orders or instructions to License Commissioners, Inspectors, with a view to furnishing to the Municipalities details of expenditure of License Fund. (*Sessional Paper No. 41.*)

Also :—In obedience to an Order of the House of the 11th day of February, 1880, a Return of all correspondence and papers between the Government and the County of *Middlesex*, relating to the support of patients in the *London Hospital*. (*Sessional Paper No. 42.*)

Also :—In obedience to an Order of the House of the 16th day of January, 1880, a Return for the years 1877, 1878 and 1879, shewing for each License District in the Province the number of convictions under the Act respecting the sale of fermented and spirituous liquors, for (1), selling without license ; and (2), selling on Sunday or after seven o'clock on Saturday night, or during any other days or hours contrary to any Statute in force in the Province or any By-law in force in any of such Districts, shewing also how many of the latter class have, subsequent to conviction, been re-licensed. (*Sessional Paper No. 44.*)

The following Bills were severally read the third time, and passed :—

Bill (No. 8), Respecting Water-works for the Town of *Wingham*.

Bill (No. 110), Further to amend the Jurors' Act.

Bill (No. 7), Respecting the *Midland Railway of Canada*.

Bill (No. 83), To incorporate the *Flos Tramway Company*.

Bill (No. 20), Respecting the *Stratford and Huron* and the *Port Dover and Lake Huron* Railways.

Bill (No. 32), To incorporate the *Grand Ontario Central Railway Company*.

On motion of Mr. *Hardy*, seconded by Mr. *Fraser*,

Resolved, That this House will, To-morrow, resolve itself into a Committee to consider a certain proposed Resolution relating to the Inspector of Division Courts.

The following Bill was read the second time :—

Bill (No. 125), Respecting the expenses of Inspecting Insurance Companies.

Referred to a Committee of the Whole House To-morrow.

The House resolved itself into a Committee to consider Bill (No. 106), Respecting certain amendments to the Public School Act ; and, after some time spent therein, Mr. Speaker resumed the Chair ; and Mr. *Sinclair* reported, That the Committee had directed him to report the Bill, with certain amendments.

Ordered, That the Amendments be taken into consideration To-morrow.

The Order of the Day for the House again to resolve itself into the Committee of Supply, having been read,

Mr. Wood moved,

That Mr. Speaker do now leave the Chair.

Mr. Widdifield moved in amendment, seconded by Mr. Striker,

That the following words be added to the main motion, "and this House, desiring to comply with the expressed wish of His Honour the Lieutenant-Governor in that behalf, directs the Committee of Supply to reduce the proposed item of \$5,571.22 for the payment *re* visit of His Honour to the North-west, &c., by the sum of three hundred and fifty dollars, which last mentioned sum appears to be more than sufficient to cover any of the said expenses that might be considered personal."

And a Debate having arisen,

Ordered, That the Debate be adjourned until To-morrow.

The House then adjourned at 12 midnight.

Wednesday, 18th February, 1880.

3 O'CLOCK P.M.

PRAYERS.

The following Petitions were severally brought up, and laid upon the Table :—

By Mr. Wigle—The Petition of *Thomas B. White* and others, of *Anderdon*.

By Mr. Tooley—The Petition of the County Council of *Middlesex*.

By Mr. White—The Petition of *T. M. Campbell* and others, of *Windsor*; also, the Petition of the Town Council of *Windsor*.

By Mr. Cascaden—The Petition of the Town Council of *St. Thomas*.

By Mr. Meredith—The Petition of *G. R. Sanderson* and others, of *London*.

By Mr. Rosevear—The Petition of *Frederick A. O'Meara* and others, of *Port Hope*.

By Mr. Hardy—The Petition of the City Council of *Brantford*.

By Mr. Wood—The Petition of the County Council of *Victoria*.

By Mr. Paxton—Two Petitions of the County Council of *Ontario*.

By Mr. Bell—The Petition of the *Grand Junction* Railway Company.

By Mr. Chisholm—The Petition of *James Pringle* and others, of *Brampton*.

The following Petitions were read and received :—

Of *Finlay MacRae* and others, of *Durham*; also, of *Wesley Long* and others, of *Osprey*; also, of *William Stewart* and others, of *Grey*, severally praying for certain amendments to the Division Courts Act, respecting the appointment of officers of the Courts.

Of the County Council of *Ontario*, praying for certain amendments to the School Act, respecting County grants to High Schools.

Of *T. F. Ellis* and others, of *Welland*, praying for certain amendments to the License Act, respecting the hours of closing.

Of the Town Council of *Perth*, praying that the Bill before the House respecting the collection of Market Fees, may not pass.

Of the County Council of *Simcoe*, praying for certain amendments to the Municipal Act, respecting the collection of Taxes.

Of the County Council of *Ontario*, praying for certain amendments to the Municipal Act, respecting the care of Court Houses.

Mr. Speaker presented to the House the Report of the Library Committee, which was read as follows :—

The Select Committee appointed to assist Mr. Speaker in the direction of the Library, beg leave to report :—

That they are of opinion that it is necessary, with a view to a more ready reference to the contents of the Library, to consolidate the Catalogue by combining with the larger Catalogue of 1875, the four Supplementary Catalogues of 1876, 1877, 1878, 1879.

They would respectfully suggest the advisability, in the event of the erection of new Parliament Buildings, of constructing, in the new Library, book-shelves that shall not exceed six feet in height.

The attention of your Committee has been called to the fact that during the Session, the alcoves are frequently occupied by others than Members of your Honourable House, who are thereby debarred from access thereto, and that, as the Library is often used as a Committee Room, adequate protection of the books contained therein cannot be ensured ; and your Committee would, therefore, respectfully recommend the construction of a railing in front of each alcove, inside which no persons shall be permitted to enter during the Session, other than Members and employees of the House or Government ; and would further suggest that accommodation for those other than Members permitted to enter the Library can be readily provided in the centre of the room, where books required by them can be supplied to them by the Librarian or his assistants.

Your Committee are of opinion that, by a small expenditure, the ventilation of the Library can be materially improved.

Your Committee call the attention of your honourable body to the publication, by Mr. *Watson*, Librarian, of a work entitled "Powers of *Canadian* Parliaments," and would recommend the purchase of one hundred and twenty-five copies thereof, out of moneys to be voted for the maintenance of the Library, for the use of Members of the House, and for the purpose of supplying, with one copy, each of the Public Libraries with which this Library keeps up a system of exchange.

Mr. *Miller*, from the Select Committee to whom was referred Bill (No. 84), To amend the law for the protection of Game and Fur-bearing Animals ; and Bill (No. 100), to the same effect, presented their Report, which was read as follows :—

The Committee have carefully considered both the Bills to them referred, and report Bill (No. 84), with certain amendments.

The following Bill was introduced and read the first time :—

Bill (No. 129), intituled "An Act respecting the Proof of Proceedings in Provincial and Colonial Courts."—The Attorney-General.

Ordered, That the Bill be read the second time on Friday next.

On motion of Mr. *Broder*, seconded by Mr. *Harkin*,

Ordered, That there be laid before this House, a Return of all correspondence and papers between the Government and any person or persons in any way referring to the deepening of the *Petite Nation* River during the years 1874, 1875, 1876, 1877, 1878 and 1879, which have not been included in any previous Return.

On motion of Mr. *Parkhill*, seconded by Mr. *Merrick*,

Ordered, That inasmuch as Bill (No. 1), To incorporate the Loyal Orange Association of *Ontario East*, and the Loyal Orange Association of *Ontario West*, has been printed but not introduced, the fees of the same, less the cost of printing, be remitted.

On motion of Mr. *McLaughlin*, seconded by Mr. *Bishop*,

Ordered, That there be laid before this House, a Return, shewing the names of all the Police Magistrates in *Ontario* ; the amount of salary of each, or if paid by fees, the amount of such fees ; number of cases brought before each for adjudication ; the number of convictions, and the amount of fines imposed for the years 1878 and 1879.

The Order of the Day for the second reading of Bill (No. 74), To amend the Municipal Act, having been read, the Motion, having been put, was carried on a Division.

Referred to the Select Committee on Municipal matters.

The Order of the Day for the second reading of Bill (No. 81), To amend the Act respecting Public, Separate and High Schools, having been read,

Ordered, That the Order be discharged, and that the Bill be withdrawn.

The Order of the Day for the second reading of Bill (No. 122), To amend the Assessment Act, having been read,

Ordered, That the Order be discharged, and that the Bill be withdrawn.

The following Bills were severally read the second time :—

Bill (No. 121), To amend the Assessment Act.

Referred to the Select Committee on Municipal matters.

Bill (No. 124), To protect the goods of Lodgers against Distress for Rent due to the Superior Landlord.

Referred to a Select Committee, to be composed as follows :—Messieurs *Deroche, Ferris, French, Gibson (Hamilton), Hardy, Lauder, McMaster, Morris, Monk, Ross, Wells* and *Young*, the quorum of such Committee to consist of five Members.

Bill (No. 98), Respecting the Debenture Debt of the City of *Guelph*.

Referred to a Committee of the Whole House To-morrow.

Bill (No. 102), To abolish priority of and among Execution Creditors.

Referred to a Committee of the Whole House To-morrow.

The House resolved itself into a Committee to consider Bill (No. 39), To amend the Act incorporating the *William Hall Peterborough* Protestant Poor Trust ; and, after some time spent therein, Mr. Speaker resumed the Chair ; and Mr. *Sinclair* reported, That the Committee had directed him to report the Bill with certain amendments.

Ordered, That the Amendments be taken into consideration forthwith.

The Amendments, having been read the second time, were agreed to.

Ordered, That the Bill be read the third time To-morrow.

The House resolved itself into a Committee severally to consider the following Bills :—

Bill (No. 75), To incorporate the *Sarnia* and *Petrolia* Railway Company.

Bill (No. 22), Respecting the construction of a branch of the *Belleville* and *North Hastings* Railway to the Village of *Tweed*.

Mr. Speaker resumed the Chair ; and Mr. *Baxter* reported, That the Committee had directed him to report the several Bills without any amendment.

Ordered, That the Bills reported be severally read the third time To-morrow.

The Order of the Day for the second reading of Bill (No. 28), Respecting the *London Junction* Railway Company, having been read,

Mr. *Waters* moved, That the Bill be now read the second time.

Mr. *Miller* moved in amendment, seconded by Mr. *Cascaden*,

That all the words after "That," in the Motion, be struck out, and the following inserted in lieu thereof : "the Bill be not now read the second time, but be read the second time on this day three months."

And the Amendment, having been put, was carried on the following Division :—

YEAS :

Messieurs

Appleby,
Awrey,
Baker,

Baxter,
Bell,
Bishop,

Bleazard,
Bonfield,
Broder,

Cascaden,
Chisholm,
Ferris,

<i>Field,</i>	<i>Hunter,</i>	<i>McMahon,</i>	<i>Robinson (Kent),</i>
<i>Freeman,</i>	<i>Jelly,</i>	<i>Macmaster,</i>	<i>Robertson (Hastings),</i>
<i>French,</i>	<i>Kerr,</i>	<i>Miller,</i>	<i>Rosevear,</i>
<i>Gibson (Huron),</i>	<i>Laidlaw,</i>	<i>Mowat,</i>	<i>Striker,</i>
<i>Gibson (Hamilton),</i>	<i>Lees,</i>	<i>Neelon,</i>	<i>Widdifield,</i>
<i>Graham,</i>	<i>Livingston,</i>	<i>Patterson,</i>	<i>Wigle,</i>
<i>Hardy,</i>	<i>McCraney,</i>	<i>Peck,</i>	<i>Wood,</i>
<i>Harkin,</i>	<i>McLaughlin,</i>	<i>Richardsan,</i>	<i>Young—45.</i>
<i>Hawley,</i>			

NAYS.

Messieurs

<i>Baskerville,</i>	<i>Fraser,</i>	<i>Morgan,</i>	<i>Ross,</i>
<i>Caldwell,</i>	<i>Hay,</i>	<i>Nairn,</i>	<i>Sinclair,</i>
<i>Calvin,</i>	<i>Long,</i>	<i>Near,</i>	<i>Tooley,</i>
<i>Creighton,</i>	<i>Meredith,</i>	<i>Pardee,</i>	<i>Waters,</i>
<i>Deroche,</i>	<i>Merrick,</i>	<i>Paxton,</i>	<i>Wells—22.</i>
<i>Dryden,</i>	<i>Metcalfe,</i>		

The Motion, as amended, having been then put, was carried, and it was,
Ordered, That the Bill be not now read the second time, but be read the second time
 this day three months.

The House then adjourned at 10.30 p.m.

Thursday, 19th February, 1880.

3 O'CLOCK P.M.

PRAYERS.

The following Petitions were severally brought up, and laid upon the Table :—

By Mr. *McKim*—The Petition of the Town Council of *Mount Forest*.

By Mr. *Laidlaw*—The Petition of *G. Smellie* and others, of *Fergus*.

By Mr. *Kerr*—The Petition of the County Council of the United Counties of *Stor-
 mont, Dundas and Glengarry*.

By Mr. *Caldwell*—The Petition of *R. L. Stephenson* and others, of *Perth*; also, the
 Petition of *Richard Wilson* and others, of *Almonte*.

Mr. *Hardy* presented to the House, by command of the Lieutenant-Governor :—

Annual Report of the Commissioner of Agriculture and Arts, for the Province of
Ontario, for the year 1879. (*Sessional Paper No. 3.*)

Also :—In obedience to an Order of the House of the 10th day of March, 1879, a
 Return shewing all cases in the County Courts which have been argued and been ad-
 journed for judgment in the year 1878. (*Sessional Paper No. 43.*)

Also :—In obedience to an Order of the House for the 13th day of January, 1880,
 a Return of the regular students; also, of occasional students admitted at University
 College, *Toronto*, during the years 1875, 1876, 1877, 1878 and 1879, distinguishing the
 males from the females; the number of such regular and occasional students who actually
 attended the College during those years, and the number who matriculated in the *Toronto*
 University; the respective salaries of professors, tutors, and others in receipt of moneys
 from the College funds; the total amount of the annual income of said College, and of
 the annual charges upon the same. (*Sessional Paper No. 45.*)

Also :—Return to an Address of the 19th day of January, 1880, to the Lieutenant-Governor, praying that he would cause to be laid before this House, a Return of papers or correspondence which may have passed between the Government of the Province and that of the Dominion, in regard to the confirmation of the Award of the Arbitrators, in reference to the North-western boundaries of the Province. (*Sessional Paper No. 46.*)

Also :—In obedience to an Order of the House of the 19th day of January, 1880, a Return shewing the aggregate fees received by each Judge of the County Court in this Province, in connection with his duties as Judge of the Surrogate Court, for the years 1878 and 1879. (*Sessional Paper No. 47.*)

The following Bill was introduced, and read the first time :—

Bill (No. 130), intituled “An Act for the relief of Permanent Building Societies.”
—The Attorney-General.

Ordered, That the Bill be read the second time on Monday next.

The Order of the Day for the third reading of Bill (No. 92), To amend the Free Grants and Homesteads Act, having been read,

Mr. *Pardee* moved, That the Bill be now read the third time.

Mr. *Meredith* moved in amendment, seconded by Mr. *Boulter*,

That all the words in the Motion after “That” be struck out, and the following substituted therefor, “the Bill be not now read the third time, but be forthwith referred back to a Committee of the Whole House, with instructions to so amend the Bill, as to provide that settlers who have already entered upon Free Grant lands, but have not yet been located thereon, but shall be located on such lands within three years from the passing of this Act, shall have the option of accepting patents, giving them the right as to pine timber, which is given by the existing law, or the rights which are proposed to be given by the said Bill.”

And the Amendment, having been put, was lost on the following Division :—

YEAS :

Messieurs

<i>Baskerville,</i>	<i>Harkin,</i>	<i>Merrick,</i>	<i>Richardson,</i>
<i>Bell,</i>	<i>Jelly,</i>	<i>Metcalfe,</i>	<i>Robertson (Hastings),</i>
<i>Boulter,</i>	<i>Kerr,</i>	<i>Monk,</i>	<i>Rosevear,</i>
<i>Broder,</i>	<i>Lauder,</i>	<i>Morgan,</i>	<i>Tooley,</i>
<i>Calvin,</i>	<i>Macmaster,</i>	<i>Morris,</i>	<i>White,</i>
<i>Creighton,</i>	<i>Meredith,</i>	<i>Near,</i>	<i>Wigle—25.</i>
<i>French,</i>			

NAYS :

Messieurs

<i>Appleby,</i>	<i>Fraser,</i>	<i>Lyon,</i>	<i>Peck,</i>
<i>Awrey,</i>	<i>Freeman,</i>	<i>McCraney,</i>	<i>Robinson (Kent),</i>
<i>Baxter,</i>	<i>Gibson (Huron),</i>	<i>McKim,</i>	<i>Robertson (Halton),</i>
<i>Bishop,</i>	<i>Gibson (Hamilton),</i>	<i>McLaughlin,</i>	<i>Ross,</i>
<i>Blezard,</i>	<i>Graham,</i>	<i>McMahon,</i>	<i>Sinclair,</i>
<i>Bonfield,</i>	<i>Harcourt,</i>	<i>Mack,</i>	<i>Springer,</i>
<i>Caldwell,</i>	<i>Hardy,</i>	<i>Miller,</i>	<i>Striker,</i>
<i>Chisholm,</i>	<i>Hawley,</i>	<i>Mowat,</i>	<i>Waters,</i>
<i>Cook,</i>	<i>Hay,</i>	<i>Nairn,</i>	<i>Watterworth,</i>
<i>Crooks,</i>	<i>Hunter,</i>	<i>Neelon,</i>	<i>Wells,</i>
<i>Deroche,</i>	<i>Laidlaw,</i>	<i>Pardoe,</i>	<i>Widdifield,</i>
<i>Dryden,</i>	<i>Lees,</i>	<i>Patterson,</i>	<i>Wood,</i>
<i>Ferris,</i>	<i>Livingston,</i>	<i>Paxton,</i>	<i>Young—53.</i>
<i>Field,</i>			

The Motion having been then put, was carried, on the following Division :—

YEAS :

Messieurs

<i>Appleby,</i>	<i>Ferris,</i>	<i>Lyon,</i>	<i>Peck,</i>
<i>Awrey,</i>	<i>Field,</i>	<i>McCraney,</i>	<i>Robinson (Kent),</i>
<i>Badgerow,</i>	<i>Fraser,</i>	<i>McKim,</i>	<i>Robertson (Halton),</i>
<i>Baxter,</i>	<i>Freeman,</i>	<i>McLaughlin,</i>	<i>Ross,</i>
<i>Bishop,</i>	<i>Gibson (Huron),</i>	<i>McMahon,</i>	<i>Sinclair,</i>
<i>Blezard,</i>	<i>Gibson (Hamilton),</i>	<i>Mack,</i>	<i>Springer,</i>
<i>Bonfield,</i>	<i>Graham,</i>	<i>Miller,</i>	<i>Striker,</i>
<i>Caldwell,</i>	<i>Hardy,</i>	<i>Mowat,</i>	<i>Waters,</i>
<i>Cascaden,</i>	<i>Hawley,</i>	<i>Murray,</i>	<i>Watterworth,</i>
<i>Chisholm,</i>	<i>Hay,</i>	<i>Nairn,</i>	<i>Wells,</i>
<i>Cook,</i>	<i>Hunter,</i>	<i>Neelon,</i>	<i>Widdifield,</i>
<i>Crooks,</i>	<i>Laidlaw,</i>	<i>Pardee,</i>	<i>Wood,</i>
<i>Deroche,</i>	<i>Lees,</i>	<i>Patterson,</i>	<i>Young—55.</i>
<i>Dryden,</i>	<i>Livingston,</i>	<i>Paxton,</i>	

NAYS :

Messieurs

<i>Baskerville,</i>	<i>Harkin,</i>	<i>Merrick,</i>	<i>Richardson,</i>
<i>Bell,</i>	<i>Jelly,</i>	<i>Metcalfe,</i>	<i>Robertson (Hastings),</i>
<i>Boulter,</i>	<i>Kerr,</i>	<i>Monk,</i>	<i>Rosevear,</i>
<i>Broder,</i>	<i>Lauder,</i>	<i>Morgan,</i>	<i>Tooley,</i>
<i>Calvin,</i>	<i>Macmaster,</i>	<i>Morris,</i>	<i>White,</i>
<i>Creighton,</i>	<i>Meredith,</i>	<i>Near,</i>	<i>Wigle—25.</i>
<i>French,</i>			

The Bill was then read the third time, and passed.

The Order of the Day for the third reading of Bill (No. 3), To incorporate the *Bay field* and *South Huron* Railway Company, having been read,
Ordered, That the Order be discharged, and that the Bill be forthwith referred back to a Committee of the Whole House, with instructions to amend the same.

The House accordingly resolved itself into the Committee; and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *Sinclair* reported, That the Committee had amended the Bill as directed.

Ordered, That the Bill be read the third time forthwith.

The Bill was then read the third time, and passed.

The following Bills were severally read the third time, and passed:—

Bill (No. 118), Respecting Companies incorporated under Imperial Statutes.

Bill (No. 39), To amend the Act incorporating the *William Hall Peterborough* Protestant Poor Trust.

Bill (No. 75), To incorporate the *Sarnia* and *Petrolia* Railway Company.

Bill (No. 22), Respecting the construction of a branch of the *Belleville* and *North Hastings* Railway to the Village of *Tweed*.

The Order of the Day for the House to resolve itself into a Committee to consider a certain proposed Resolution relative to the Inspector of Division Courts, having been read,

The Attorney-General, by command of the Lieutenant-Governor, acquainted the House that the Lieutenant-Governor, having been informed of the subject-matter of the proposed Resolution, recommends the same to the consideration of the House.

The House then resolved itself into the Committee; and, after some time spent therein, Mr. *Sinclair* reported, That the Committee had come to a Resolution.

Ordered, That the Report be now received.

Mr. *Sinclair* reported the Resolution as follows :—

Resolved, That the Lieutenant-Governor may, from time to time, appoint an Inspector of Division Courts, who shall hold office during pleasure, and that such Inspector may be paid a salary not exceeding Fourteen hundred dollars, *per annum*, and such actual and necessary travelling and other expenses, as shall be from time to time voted by the Legislature, and that the same shall be payable out of the Consolidated Revenue Fund of the Province.

The Resolution, having been read the second time, was agreed to, on a Division, and referred to the Committee of the Whole House on Bill (No. 101), To extend the jurisdiction of the Division Courts, and to regulate the offices of the said Courts.

The Order of the Day, for the consideration of the amendments made in Committee on Bill (No. 106), Respecting certain amendments to the Public School Act, having been read, the Amendments were agreed to.

Ordered, That the Bill be read the third time To-morrow.

The House resolved itself into a Committee to consider Bill (No. 120), respecting the expenses of inspecting Insurance Companies; and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *Sinclair* reported, That the Committee had directed him to report the Bill without any amendment.

Ordered, That the Bill be read the third time To-morrow.

The House resolved itself into a Committee to consider Bill (No. 101), To extend the jurisdiction of the Division Courts, and to regulate the offices of the said Courts; and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *Sinclair* reported, That the Committee had made some progress, and directed him to ask leave to sit again.

Resolved, That the Committee have leave to sit again To-morrow.

The House resolved itself into a Committee to consider Bill (No. 102), To abolish priority of and among Execution Creditors; and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *Ferris* reported, That the Committee had made some progress, and directed him to ask leave to sit again.

Resolved, That the Committee have leave to sit again To-morrow.

The House then adjourned at 10.10 p.m.

Friday, 20th February, 1880.

3 O'CLOCK P.M.

PRAYERS :

The following Petitions were severally brought up, and laid upon the Table :—

By Mr. *McCraney*—The Petition of the *Kent* Division Grange.

By Mr. *Near*—The Petition of the Town Council of *Thorold*.

By Mr. *Baskerville*—The Petition of *William P. Lett* and others, of *Ottawa*.

By Mr. *Harcourt*—The Petition of the County Council of *Welland*.

The following Petitions were read and received :—

Of *James Pringle* and others, of *Brampton*; also, of *Frederick A. O'Meara*, of *Port Hope*; also, of *G. R. Sanderson* and others, of *London*; also, of *T. M. Campbell* and

others, of *Windsor*, severally praying that the sale of intoxicating liquors may be prohibited on certain holidays.

Of the County Council of *Middlesex*, praying that certain powers heretofore possessed by Grand Juries, with reference to the sustenance of insane and indigent persons, may be vested in County Councils.

Of the *Grand Junction* Railway Company, praying that no amendments may be made to their Bill as it is now before the House.

Of the City Council of *Brantford*; also, of the Town Council of *St. Thomas*; also, of the Town Council of *Windsor*, severally praying that the Bill before the House, respecting the collection of Market Fees, may not pass.

Of the County Council of *Ontario*, praying for certain amendments to the Municipal Act respecting the tax on dogs.

Of the County Council of *Ontario*, praying for certain amendments to the Jury Act, respecting the selection of Jurors.

Mr. *Monk*, from the Select Committee to whom was referred Bill (No. 124), To protect the goods of Lodgers and Boarders against distresses for rent due to the Superior Landlord, presented their Report, which was read as follows :—

The Committee have examined the Bill to them referred, and have prepared certain amendments thereto.

Mr. *Baxter*, from the Standing Committee on Printing, presented their Second Report, which was read as follows :—

The Committee recommend that the following documents be printed :—

Estimates for 1880. (*Sessional Paper No. 2.*)

Receipts, etc., of Upper Canada College for 1879. (*Sessional Paper No. 18.*)

Statement of the *Mercer* Estate. (*Sessional Paper No. 34.*)

Return relating to Municipal Loan Fund Debentures. (*Sessional Paper No. 38.*)

Return of convictions under the Liquor Act. (*Sessional Paper No. 44.*)

Return of Prisoners sent to the Penitentiary, etc. (*Sessional Paper No. 39.*)

Return relating to *Mimico* Farm. (*Sessional Paper No. 40.*)

Amounts received on account of Land Improvement Fund. (*Sessional Paper No. 26.*)

Return of Prisoners flogged in the Central Prison. (*Sessional Paper No. 48.*)

The Committee recommend that the following documents be not printed :—

Departmental Orders as to expenditure of License Fund. (*Sessional Paper No. 41.*)

Correspondence relating to the *London* Asylum. (*Sessional Paper No. 42.*)

Return of the Agricultural and Arts Association. (*Sessional Paper No. 30.*)

Return of Guards dismissed from the Central Prison. (*Sessional Paper No. 78 of 1879.*)

Resolved, That this House doth concur in the Second Report of the Committee on Printing.

The following Bill was introduced, and read the first time :—

Bill (No. 131), intituled “An Act to amend the Railway Act.”—Mr. *Patterson*.

Ordered, That the Bill be read the second time on Tuesday next.

The following Bill was read the third time, and passed :—

Bill (No. 120), Respecting the expenses of Inspecting Insurance Companies.

The following Bills were severally read the second time :—

Bill (No. 103), Respecting Public Officers of *Ontario*.

Referred to a Select Committee, to be composed as follows :—Messieurs *Graham, Hardy, Merrick, Ross* and *White*.

Bill (No. 127), To amend the Municipal Act.

Referred to the Select Committee on Municipal matters.

Bill (No. 128), To extend the Powers of Joint Stock Companies for the erection of Exhibition Buildings.

Referred to a Select Committee, to be composed as follows:—Messieurs *Fraser, Meredith, Morris* and *Sinclair*.

Bill (No. 126), Respecting *Niagara Falls* and the adjacent Territory

Referred to a Committee of the Whole House on Monday next.

The House resolved itself into a Committee severally to consider the following Bills:—

Bill (No. 19), Respecting the *Grand Junction* Railway Company.

Bill (No. 23), Respecting the *Toronto* and *Ottawa* Railway.

Bill (No. 98), Respecting the Debenture Debt of the City of *Guelph*.

Mr. Speaker resumed the Chair; and Mr. *Sinclair* reported, That the Committee had directed him to report the several Bills with certain amendments.

The Amendments, having been read the second time, were agreed to.

Ordered, That the Bills reported be severally read the third time on Monday next.

The House resolved itself into a Committee to consider Bill (No. 84), To amend the Law for the protection of Game and Fur-bearing Animals; and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *Sinclair* reported, That the Committee had directed him to report the Bill with certain amendments.

Ordered, That the Amendments be taken into consideration forthwith.

The Amendments, having been read the second time, were agreed to.

Ordered, That the Bill be read the third time on Monday next.

On motion of Mr. *Wood*, second by Mr. *Meredith*,

Ordered, That the Accountant of this House do pay the full indemnity to the Member for *Monck*, who has been absent from this House on account of illness; and to the Members for *West Hastings* and *Stormont*, who have been prevented by their Election Trials from taking their seats in this House, at the commencement of the Session.

The House again resolved itself into a Committee to consider Bill (No. 101), To extend the jurisdiction of the Division Courts, and to regulate the offices of the said Courts; and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *Sinclair* report, That the Committee had made some progress, and directed him to ask leave to sit again.

Resolved, That the Committee have leave to sit again on Monday next.

The House then adjourned at 10.20 p.m.

Monday, 23rd February, 1880.

3 O'CLOCK P.M.

PRAYERS.

The Clerk laid on the Table, in obedience to an Order of the House, dated 4th of February, 1880, a Supplementary Return from the Records of the Elections to the Legislative Assembly, shewing; 1. The majority whereby each successful candidate was returned; 2. The number of votes remaining unpollled in each Electoral District in which

there was a contest, as shewn by the names on the Voters' Lists thereof; 3. Similar particulars to those furnished by the Return, and the Supplementary Return, as to any Elections holden before its being brought down, as the result of the unseating of Members by the Election Court. (*Sessional Paper No. 19.*)

The following Petitions were severally brought up, and laid upon the Table:—

By Mr. *Harcourt*—The Petition of the Town Council of *Welland*.

By Mr. *Merrick*—The Petition of *Joseph M. Hagar* and others, of *Kemptville*.

Mr. *Hardy* presented to the House:—

In obedience to an Order of the House of the 17th day of February, 1879, a Return shewing:—1. The names of the persons, firms and companies indebted to the Crown on the 1st day of January, 1879, on account of timber dues, ground rent, or bonuses for timber limits; 2. The amount of indebtedness in each case; 3. The balance, if any, due by such persons, firms and companies on the first day of January in each of the years since 1871; 4. The nature of the security, if any, which the Province holds in each case for the timber due; 5. The estimated value of each such security. (*Sessional Paper No. 49.*)

Also:—By command of the Lieutenant-Governor:—

Report of the Board of Management of the *Western Ontario* School of Art since its organization in April, 1879. (*Sessional Paper No. 50.*)

Also:—Reports of the Stipendiary Magistrates with respect to the Northerly and Westerly parts of the Province of *Ontario*. (*Sessional Paper No. 22.*)

Also:—Report of the Architect of the Department of Public Works and other papers in relation to Parliament and Departmental Buildings. (*Sessional Paper No. 52.*)

Mr. *Lyon* moved, seconded by Mr. *Awrey*,

That the Fourth Report of the Standing Committee on Private Bills be referred back to the Committee, with instructions to declare the preamble of Bill (No. 53), Municipality of *Neebing*, as proven.

And the Motion, having been put, was lost on the following Division:—

YEAS :

Messieurs

<i>Awrey,</i>	<i>Deroche,</i>	<i>Kerr,</i>	<i>Robertson (Halton),</i>
<i>Baker,</i>	<i>Dryden,</i>	<i>Lauder,</i>	<i>Springer,</i>
<i>Baxter,</i>	<i>Freeman,</i>	<i>Lyon,</i>	<i>Striker,</i>
<i>Bell,</i>	<i>Gibson (Huron),</i>	<i>McLaughlin,</i>	<i>Waters,</i>
<i>Calvin,</i>	<i>Graham,</i>	<i>Macmaster,</i>	<i>Widdifield,</i>
<i>Cascaden,</i>	<i>Hawley,</i>	<i>Murray,</i>	<i>Wigle—27.</i>
<i>Creighton,</i>	<i>Hunter,</i>	<i>Paxton,</i>	

NAYS :

Messieurs

<i>Badgerow,</i>	<i>Field,</i>	<i>Meredith,</i>	<i>Patterson,</i>
<i>Ballantyne,</i>	<i>Fraser,</i>	<i>Merrick,</i>	<i>Richardson,</i>
<i>Baskerville,</i>	<i>French,</i>	<i>Monk,</i>	<i>Robinson (Kent),</i>
<i>Bonfield,</i>	<i>Gibson (Hamilton),</i>	<i>Morgan,</i>	<i>Robertson (Hastings),</i>
<i>Boulter,</i>	<i>Harcourt,</i>	<i>Morris,</i>	<i>Rosevear,</i>
<i>Broder,</i>	<i>Hardy,</i>	<i>Mowat,</i>	<i>Ross,</i>
<i>Chisholm,</i>	<i>Lees,</i>	<i>Near,</i>	<i>Sinclair,</i>
<i>Crooks,</i>	<i>McCraney,</i>	<i>Neelon,</i>	<i>Wood,</i>
<i>Ferris,</i>	<i>Mack,</i>	<i>Pardee,</i>	<i>Young—36.</i>

On motion of Mr. *Fraser*, seconded by Mr. *Hardy*,

Resolved, That this House will, To-morrow, resolve itself into a Committee of the Whole, to consider certain proposed Resolutions respecting new buildings for the Provincial Legislature and Public Departments as follow :—

1. That it is expedient that new buildings should be provided for the proper and needful accommodation of the Provincial Legislature and the Departments of the Public Service.

2. That the Provincial buildings now in use for the said purposes are inadequate therefor, and the land on which they stand has come to be within the commercial and business portion of the City of *Toronto*, so that while it has become and is becoming every year less adapted to the purposes to which it is now being applied and its application to such purposes stands greatly in the way of improvements urgently required in the city for commercial and business objects, its value is now so great that it can no longer be so applied with a due regard to economy.

3. That the site hereinafter mentioned is the most eligible for the purposes aforesaid, and it is estimated that the said new buildings can be erected on the plans submitted to this House at a cost not to exceed five hundred thousand dollars.

4. That the value of the said land and that certain other parcel of land hereinafter mentioned (both situate within the said city,) is such that the proceeds to arise either from selling or leasing the same will nearly, if not entirely suffice to recoup to the Province the estimated cost and expense of erecting said new buildings.

5. That a sum not exceeding five hundred thousand dollars be appropriated and set apart from and out of the surplus moneys forming part of the Consolidated Revenue Fund of this Province, for the purpose of erecting new buildings with requisite appurtenances for the accommodation of the Legislature and the several Departments of the public service, on such portion of the ground in the said city forming part of the *Queen's Park*, and lying to the north of the head of the *College Avenue*, as may be found requisite and suitable for said new buildings, and that it is expedient that such portion of the said ground as shall by the Lieutenant-Governor in Council be deemed requisite for the purposes aforesaid shall be set off and ascertained by the Commissioner of Public Works for *Ontario*, and that the same shall thereupon become and be vested in the Crown, for the public uses of the Province, freed and discharged from any and all trusts or charges whatsoever.

6. That the lands following, namely: That parcel of land on which the present Parliament buildings are situate, and which is within said city, and is bounded on the north by *Wellington street*, on the south by *Front street*, on the east by *Simcoe street*, and on the west by *John street*; and also so much of the land now belonging to this Province as is situate and lying within said city, and which may be generally described as bounded on the west by the westerly limit of said city, on the south by the line of the *Great Western Railway*, and on the north and east by *King street* and the line of the *Toronto, Grey and Bruce Railway*, containing about eighty acres, but not including therein those certain six acres, or thereabouts, forming the grounds to be used in connection with the *Andrew Mercer Ontario Reformatory for Females*, be set apart for the purpose of forming and creating from and out of the proceeds to be realized from the selling, demising or leasing thereof, a fund to recoup and reimburse the Province in respect of so much of said sum of five hundred thousand dollars as shall be expended in the erection of said new buildings.

7. That the said lands shall, by public auction or upon tenders invited by public advertisement in that behalf, be sold, demised, or leased at such time or times, in such lots and upon such terms, stipulations, provisos and conditions as the Lieutenant-Governor in Council shall deem best for the public interest, and that the lands so sold, demised, or leased, shall be granted, conveyed, demised, or leased as the case may be, to the respective purchasers or lessees, by letters patent, in which, nevertheless, any terms, conditions, stipulations, or provisos whatever, upon which the said lands shall have been so sold, demised, or leased, may be inserted, and that such terms, conditions, stipulations and provisos shall be enforced by all courts of law or equity, whether they be or not such as are in other cases held to be consistent with a grant, demise or lease.

8. That all moneys and proceeds arising from or out of said lands, or any sale, demise or lease thereof as aforesaid shall be applied to form the fund aforesaid, and such fund shall be called "The Parliament Buildings Construction Fund, 1880," and that a separate account of the same shall be kept by the Treasurer of the Province, and that such fund shall be applied in and towards the re-payment and reimbursement of so much of the said sum of five hundred thousand dollars, as shall be expended in the construction of said new buildings.

9. That an account of all moneys and sums paid out or received on account of or for any of the purposes aforesaid shall be laid before this House within twenty days after the opening of the then next Session thereof.

The following Bills were severally read the second time :—

Bill (No. 105), Respecting the collection of taxes in the Districts of *Algoma, Muskoka, Parry Sound, Nipissing and Thunder Bay*.

Referred to a Committee of the Whole House To-morrow.

Bill (No. 123), Respecting the removal of persons from County Gaols to the Provincial Institutions.

Referred to a Committee of the Whole House To-morrow.

Bill (No. 129), Respecting the proof of proceedings in Provincial and Colonial Courts.

Referred to a Committee of the Whole House To-morrow.

The House resolved itself into a Committee to consider Bill (No. 126), Respecting *Niagara Falls* and the adjacent territory ; and, after some time spent therein, Mr. Speaker resumed the Chair ; and Mr. *Sinclair* reported, That the Committee had directed him to report the Bill without any amendment.

Ordered, That the Bill be read the third time To-morrow.

The House again resolved itself into a Committee to consider Bill (No. 101), To extend the jurisdiction of the Division Courts, and to regulate the offices of the said Courts ; and, after some time spent therein Mr. Speaker resumed the Chair ; and Mr. *Sinclair* reported, That the Committee had made some progress, and directed him to ask leave to sit again.

Resolved, That the Committee have leave to sit again To-morrow.

The House then adjourned at 11.30 p.m.

Tuesday, 24th February, 1880.

3 O'CLOCK P.M.

PRAYERS.

The following Petition was brought up, and laid upon the Table :—

By Mr. *Morris*—The Petition of the City Council of *Toronto*.

The following Petitions were read and received :—

Of the Town Council of *Mount Forest* ; also, of the Town Council of *Thorold*, severally praying that the Bill before the House respecting the collection of Market Fees, may not pass.

Of *William P. Lett* and others, of *Ottawa*, praying that the Bill before the House respecting the Protection of Game, may not pass.

Of the County Council of *Welland*, praying for certain amendments to the School Law, respecting the power of County Councils to impose a fee on teachers.

Of the *Kent* Division Grange, praying for certain amendments to the Municipal Act, respecting the power of Councils to impose Market Fees.

Of *G. Snellie* and others, of *Fergus*; also, of *Richard Wilson* and others, of *Almonte*; also, of *R. L. Stephenson* and others, of *Perth*, severally praying that the sale of intoxicating liquors may be prohibited on certain holidays.

The Select Committee on Municipal matters presented their Report, which was read as follows :—

The Committee have carefully considered the following Bills, referred to them :—

Bill (No. 61), To amend the Municipal Law.

Bill (No. 72), To amend the Municipal Act.

Bill (No. 76), To amend the Act respecting Ditching Watercourses.

Bill (No. 79), To make provision for the support of Destitute Insane Persons.

Bill (No. 85), To amend the Municipal Act.

Bill (No. 88), To amend the Municipal Act.

Bill (No. 90), Respecting Tile, Stone or Timber Drainage.

Bill (No. 95), To amend the Act to prevent the spreading of *Canada* Thistles.

Bill (No. 107), To amend the Law respecting Statute Labour.

Bill (No. 113), To amend the Ditches and Watercourses Act.

Bill (No. 115), To amend the Assessment Act.

Bill (No. 117), To amend the Municipal Act.

Bill (No. 127), to amend the Municipal Act.

And have prepared certain amendments thereto.

The Committee have also considered the following Bills :—

Bill (No. 71), To amend the Municipal Act.

Bill (No. 87), To amend the Municipal Act.

Bill (No. 89), To amend the Municipal Act.

Bill (No. 94), To amend the Municipal Act.

Bill (No. 112), To amend the Act respecting Ditching Watercourses, and

Bill (No. 121), To amend the Assessment Act; and beg to report against the provisions therein contained.

The Committee have also considered Bill (No. 74), intituled “An Act to amend the Municipal Act,” and beg to report that, in view of the importance of the question, the large interests involved, and the late period of the session at which the Bill was referred to the Committee, they recommend that the consideration of the question of abolishing Market Fees or amending the existing law, be deferred until the next Session of the Legislature.

The Committee have also considered certain Resolutions, proposed by members of your Committee, relating to Municipal matters. Several of these resolutions were founded upon petitions and communications to the Committee from various corporations, officials, and other persons familiar with the working of the Municipal Law in this Province.

The Committee annex hereto a list of amendments incorporated in,

Bill (No. 132), To amend the Municipal Act.

Bill (No. 107), To amend the Assessment Act.

Bill (No. 76), To amend the Act respecting Ditching Watercourses.

Bill (No. 95), To amend the Act to prevent the spreading of *Canada* Thistles.

Bill (No. 79), To amend the Act respecting the support of Destitute Insane Persons.

Bill (No. 90), Respecting Tile, Stone and Timber Drainage, and

Bill (No. 72), To make valid certain Municipal By-laws, which they recommend for the consideration of the House.

The following Bill was introduced, and read the first time :—

Bill (No. 132), intituled “An Act to amend the Municipal Act.”—*Mr. Wood.*

Ordered, That the Bill be read the second time on Thursday next.

The Order of the Day for the third reading of Bill (No. 9), To incorporate the *Southern Fire Insurance Company*, having been read,

Ordered, That the Order be discharged, and that the Bill be forthwith referred back to a Committee of the Whole House, with instructions to amend the same.

The House accordingly resolved itself into the Committee; and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *Sinclair* reported, That the Committee had directed him to report the Bill amended as directed.

Ordered, That the Bill be read the third time forthwith.

The Bill was then read the third time, and passed.

The Order of the Day for the third reading of Bill (No. 106), Respecting certain amendments to the Public School Act, having been read,

Ordered, That the Order be discharged, and that the Bill be forthwith referred back to a Committee of the Whole House, with instructions to amend the same.

The House accordingly resolved itself into the Committee; and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *Sinclair* reported, That the Committee had directed him to report the Bill amended as directed.

Ordered, That the Bill be read the third time forthwith.

The Bill was then read the third time, and passed.

The following Bills were severally read the third time, and passed :—

Bill (No. 19), Respecting the *Grand Junction* Railway Company.

Bill (No. 23), Respecting the *Toronto* and *Ottawa* Railway.

Bill (No. 126), Respecting *Niagara Falls* and the adjacent territory.

The Attorney-General delivered to Mr. Speaker, a Message from the Lieutenant-Governor, signed by himself; and the Message was read by Mr. Speaker, and is as follows :—

D. A. MACDONALD.

The Lieutenant-Governor transmits Supplementary Estimates of certain sums required to complete the service of the Province for the year 1880.

GOVERNMENT HOUSE,

TORONTO, February 24th, 1880.

(*Sessional Paper No. 2.*)

Ordered, That the Message of the Lieutenant-Governor, together with the Supplementary Estimates, be referred to the Committee of Supply.

The following Bills were severally read the second time :—

Bill (No. 125), Respecting the *Ontario* Reformatory for Boys.

Referred to a Committee of the Whole House To-morrow.

Bill (No. 130), For the relief of Permanent Building Societies.

Referred to a Committee of the Whole House To-morrow.

Bill (No. 119), Respecting Municipal Taxation and Exemption.

Referred to a Committee of the Whole House To-morrow.

The House resolved itself into a Committee to consider Bill (No. 105), Respecting the collection of taxes in the Districts of *Algoma*, *Muskoka*, *Parry Sound*, *Nipissing* and *Thunder Bay*; and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *Sinclair* reported, That the Committee had directed him to report the Bill with certain amendments.

Ordered, That the Amendments be taken into consideration forthwith.

The Amendments, having been read the second time, were agreed to.

Ordered, That the Bill be read the third time To-morrow.

The House resolved itself into a Committee to consider Bill (No. 123), Respecting the removal of persons from County Gaols to Provincial Institutions ; and, after some time spent therein, Mr. Speaker resumed the Chair ; and Mr. *Sinclair* reported, That the Committee had made some progress, and directed him to ask leave to sit again.

Resolved, That the Committee have leave to sit again To-morrow.

The House resolved itself into a Committee to consider Bill (No. 129), Respecting the proof of Proceedings in Provincial and Colonial Courts ; and, after some time spent therein, Mr. Speaker resumed the Chair ; and Mr. *Sinclair* reported, That the Committee had directed him to report the Bill with certain amendments.

Ordered, That the Amendments be taken into consideration forthwith.

The Amendments, having been read the second time, were agreed to.

Ordered, That the Bill be read the third time To-morrow.

The House again resolved itself into a Committee to consider Bill (No. 102), To abolish priority of, and among Execution Creditors ; and, after some time spent therein, Mr. Speaker resumed the Chair ; and Mr. *Sinclair* reported, That the Committee had directed him to report the Bill with certain amendments.

Ordered, That the Amendments be taken into consideration To-morrow.

The following Bill was introduced and read the first time :—

Bill (No. 133), intituled “An Act to provide for the erection of new buildings for the accommodation of the Provincial Legislature and the Public Departments”—Mr. *Fraser*.

Ordered, That the Bill be read the second time forthwith.

The Bill was then read the second time, and referred to a Committee of the Whole House To-morrow.

Mr. *Hardy* presented to the House by command of the Lieutenant-Governor :—

Report respecting recent proceedings in reference to the *Niagara Falls* and adjacent territory. (*Sessional Paper No. 51.*)

Also :—In obedience to an Order of the House of the 4th day of February, 1879, a Return of the expenses incurred by the several Municipalities of *Ontario* in holding the Municipal Elections for the years 1874 and 1879 ; also, of the allowances paid during the year 1878 by each county and township council in *Ontario*, to the members of their councils ; also, cost of printing ballot papers, and erecting ballot compartments in 1878. (*Sessional Paper No. 53.*)

Also :—In obedience to an Order of the House of the 21st day of January, 1880, a Return for the year 1879, shewing :—1. The number of Immigrant free passes given by the *Ontario* Agent at *Quebec* from that port to points of destination in *Ontario*, and the points of destination ; also, the names of the boats, and by whom owned, in which such Immigrants arrived at *Quebec* ; 2. The number of Immigrant free passes refused by the *Ontario* Agent at *Quebec* ; the grounds of such refusal ; the name of boat, and by whom owned by which such Immigrants arrived at *Quebec* ; 3. The number of tenant farmers with capital, and the supposed amount thereof, arriving and settling within the Province in 1879. (*Sessional Paper No. 54.*)

Also :—In obedience to an Order of the House of the 19th day of January, 1880, a Return shewing the cost of Grand Juries for the years 1876 and 1877 respectively, in each of the Counties in *Ontario*. (*Sessional Paper No. 55.*)

Also :—In obedience to an Order of the House of the 6th day of February, 1880, a Return of all Railways receiving aid from Provincial Funds since 1870 ; the route of each ; the mileage completed ; the aid received per mile ; distinguishing subsidy from direct payment ; Statute or Statutes authorizing these payments ; the total direct payments made ; the total half-yearly payments made ; number of certificates paid ; number unpaid ; total payments due annually on account of certificates issued ; also, a Return of all Railways for aiding which Orders in Council or Acts have been passed, and which

have not yet received aid, and the amount of the aid to, and the mileage of such railways. (*Sessional Paper No. 56.*)

Also:—In obedience to an Order of the House of the 16th day of February, 1880, a Return of all Insurance Companies which have not made their Returns to Government of the business of the year 1879, as provided by cap. 160, sec. 26, and cap. 161, sec. 76, R. S. O. (*Sessional Paper No. 57.*)

The House then adjourned at 10.30 p.m.

Wednesday, 25th February, 1880.

3 O'CLOCK P.M.

PRAYERS.

The following Petitions were severally brought up, and laid upon the Table:—

By Mr. *Ferris*—The Petition of the Dominion Alliance.

By Mr. *Harcourt*—The Petition of the Township Council of *Pelham*.

Mr. Speaker presented to the House the Second Report of the Library Committee, which was read as follows:—

The Select Committee appointed to assist Mr. Speaker in the direction of the Library, beg leave to report, That they have had their attention called to the fact that *Alpheus Todd*, Esquire, Librarian of the Dominion Parliament, and author of "Parliamentary Government in England," is about to publish a book entitled, "Parliamentary Government in the British Colonies," and in view of the important character and usefulness of such a literary undertaking, they are of opinion that one hundred copies thereof ought to be procured for distribution to the Members of the House, and for the use of the Departments and the Library.

The Committee are further of opinion that it is advisable to purchase one hundred copies of *Watson's* "Constitutional History of *Canada*," for similar purposes.

Mr. *Meredith*, from the Select Committee, to whom was referred Bill (No. 77), To amend the Revised Statute respecting Chattel Mortgages and sales of Personal Property, presented their Report, which was read as follows:—

The Committee have considered the Bill to them referred, and have prepared certain amendments thereto.

The following Bill was introduced, and read the first time:—

Bill (No. 134), intituled "An Act to amend the Mechanics' Lien Act."—Mr. *Morris*. Ordered, That the Bill be read the second time on Friday next.

The following Bill was read the third time, and passed:—

Bill (No. 129), Respecting the proof of Proceedings in Provincial and Colonial Courts.

On motion of Mr. *Miller*, seconded by Mr. *Mack*,

Ordered, That there be laid before this House, a Return shewing, as far as appears from the Records in the Court, the amount of money collected by the Receiver, appointed by the Court of Chancery, to wind up the affairs of the *Niagara District Mutual Fire Insurance Company*, and how the moneys are disbursed; also, a complete statement of

the assets and liabilities of the Company, so far as known to the Receiver, and as appears by the Records in the Court.

On motion of Mr. *Gibson (Huron)*, seconded by Mr. *Blezard*,

Ordered, That there be laid before this House, a Return of the total receipts and expenditure of the Agricultural and Arts Association for the years 1878 and 1879, as arranged under the different sub-heads, to be found in the Reports of the said Association.

On motion of Mr. *Richardson*, seconded by Mr. *Tooley*,

Ordered, That there be laid before this House, a Return shewing the sums paid in the several Counties and United Counties in *Ontario*, to the County Selectors of Jurors, for services performed as such, between the 10th day of September, 1879, and the 10th day of February, 1880; such Return to shew how many and which of the selectors acted, and how much was paid to each selector.

The House resolved itself into a Committee to consider Bill (No. 124), To protect the goods of Lodgers and Boarders against distresses for rent due to the Superior Landlord; and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *Sinclair* reported, That the Committee had made some progress, and directed him to ask leave to sit again.

Resolved, That the Committee have leave to sit again To-morrow.

The Order of the Day for the second reading of Bill (No. 62), To amend the Division Courts Act having been read,

Ordered, That the Order be discharged, and that the Bill be withdrawn.

The Order of the Day for the second reading of Bill (No. 73), To amend the Division Courts Act, having been read,

Ordered, That the Order be discharged, and that the Bill be withdrawn.

The Order of the Day for the second reading of Bill (No. 109), To amend the Liquor License Act, having been read,

Ordered, That the Order be discharged, and that the Bill be withdrawn.

The Order of the Day for the second reading of Bill (No. 131), To amend the Railway Act, having been read, the Motion, having been put, was lost on a Division.

The House again resolved itself into a Committee to consider Bill (No. 123), Respecting the removal of persons from County Gaols to Provincial Institutions; and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *Sinclair* reported, That the Committee had directed him to report the Bill with certain amendments.

Ordered, That the Amendments be taken into consideration forthwith.

The Amendments, having been read the second time, were agreed to.

Ordered, That the Bill be read the third time To-morrow.

The House resolved itself into a Committee to consider Bill (No. 125), Respecting the *Ontario* Reformatory for Boys; and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *Sinclair* reported, That the Committee had directed him to report the Bill with certain amendments.

Ordered, That the Amendments be taken into consideration forthwith.

The Amendments, having been read the second time, were agreed to.

Ordered, That the Bill be read the third time To-morrow.

The House again resolved itself into a Committee to consider Bill (No. 101), To extend the jurisdiction of the Division Courts, and to regulate the offices of the said Courts; and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr

Sinclair reported, That the Committee had directed him to report the Bill with certain amendments.

Ordered, That the Amendments be taken into consideration To-morrow.

The Order of the Day for the House to resolve itself into Committee to consider certain proposed Resolutions respecting new Buildings for the Provincial Legislature and Public Departments, having been read,

The Attorney-General, by command of the Lieutenant-Governor, acquainted the House that the Lieutenant-Governor, having been informed of the subject-matter of the proposed Resolutions, recommends the same to the consideration of the House.

Mr. Fraser moved,

That *Mr. Speaker* do now leave the Chair.

Mr. Meredith moved in amendment, seconded by *Mr. Merrick*,

That all the words in the Motion after "That" be struck out, and the following substituted therefor:—"While this House is prepared to assent to the appropriation of such reasonable sum as may be required for the protection from fire of the Records of the Crown Lands Department, it is of opinion that no sufficient reason exists for incurring at the present time the large expenditure involved in the erection of new Parliament and Departmental Buildings, and that an opportunity should be afforded to the electors of pronouncing upon the question before the Province is committed to so large an expenditure, and to that end, that the consideration of the question should be postponed until after the next general election."

And the House having continued to sit until twelve of the clock midnight.

Thursday, 26th February, 1880.

The Amendment, having been put, was lost on the following Division:—

YEAS :

Messieurs

<i>Baker,</i>	<i>Harkin,</i>	<i>Meredith,</i>	<i>Parkhill,</i>
<i>Baskerville,</i>	<i>Jelly,</i>	<i>Merrick,</i>	<i>Richardson,</i>
<i>Boulter,</i>	<i>Kerr,</i>	<i>Metcalfe,</i>	<i>Robertson (Hastings),</i>
<i>Broder,</i>	<i>Lauder,</i>	<i>Monk,</i>	<i>Rosevear,</i>
<i>Calvin,</i>	<i>Long,</i>	<i>Morgan,</i>	<i>Tooley,</i>
<i>Creighton,</i>	<i>Macmaster,</i>	<i>Near,</i>	<i>Wigle—25.</i>
<i>French,</i>			

NAYS :

Messieurs

<i>Appleby,</i>	<i>Dryden,</i>	<i>Livingston,</i>	<i>Peck,</i>
<i>Awrey,</i>	<i>Ferris,</i>	<i>Lyon,</i>	<i>Robinson (Cardwell),</i>
<i>Badgerow,</i>	<i>Field,</i>	<i>McCraney,</i>	<i>Robinson (Kent),</i>
<i>Ballantyne,</i>	<i>Fraser,</i>	<i>McKim,</i>	<i>Robertson (Halton),</i>
<i>Baxter,</i>	<i>Freeman,</i>	<i>McLaughlin,</i>	<i>Ross,</i>
<i>Bell,</i>	<i>Gibson (Huron),</i>	<i>McMahon,</i>	<i>Sinclair,</i>
<i>Bishop,</i>	<i>Gibson (Hamilton),</i>	<i>Mack,</i>	<i>Springer,</i>
<i>Blezard,</i>	<i>Graham,</i>	<i>Miller,</i>	<i>Striker,</i>
<i>Bonfield,</i>	<i>Harcourt,</i>	<i>Morris,</i>	<i>Waters,</i>
<i>Caldwell,</i>	<i>Hardy,</i>	<i>Mowat,</i>	<i>Watterworth,</i>
<i>Cascaden,</i>	<i>Hawley,</i>	<i>Murray,</i>	<i>Widdifield,</i>
<i>Chisholm,</i>	<i>Hunter,</i>	<i>Nairn,</i>	<i>Wood,</i>
<i>Crooks,</i>	<i>Laidlaw,</i>	<i>Neelon,</i>	<i>Young—55.</i>
<i>Deroche,</i>	<i>Lees,</i>	<i>Pardee,</i>	

The Motion, having been then put, was carried, on the same Division.

The House then resolved itself into the Committee; and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *Sinclair* reported, That the Committee had come to several Resolutions.

Ordered, That the Report be now received.

Mr. *Sinclair* reported the Resolutions as follows:—

Resolved, That it is expedient that new buildings should be provided for the proper and needful accommodation of the Provincial Legislature and the Departments of the Public Service.

Resolved, That the Provincial buildings now in use for the said purposes are inadequate therefor, and the land on which they stand has come to be within the commercial and business portion of the City of *Toronto*, so that while it has become and is becoming every year less adapted to the purposes to which it is now being applied and its application to such purposes stands greatly in the way of improvements urgently required in the city for commercial and business objects, its value is now so great that it can no longer be so applied with a due regard to economy.

Resolved, That the site hereinafter mentioned is the most eligible for the purposes aforesaid, and it is estimated that the said new buildings can be erected on the plans submitted to this House at a cost not to exceed five hundred thousand dollars.

Resolved, That the value of the said land and that certain other parcel of land hereinafter mentioned (both situate within the said city,) is such that the proceeds to arise either from selling or leasing the same will nearly, if not entirely suffice to recoup to the Province the estimated cost and expense of erecting said new buildings.

Resolved, That a sum not exceeding five hundred thousand dollars be appropriated and set apart from and out of the surplus moneys forming part of the Consolidated Revenue Fund of this Province, for the purpose of erecting new buildings with requisite appurtenances for the accommodation of the Legislature and the several Departments of the public service, on such portion of the ground in the said city forming part of the *Queen's Park*, and lying to the north of the head of the *College Avenue*, as may be found requisite and suitable for said new buildings, and that it is expedient that such portion of the said ground as shall by the Lieutenant-Governor in Council be deemed requisite for the purposes aforesaid shall be set off and ascertained by the Commissioner of Public Works for *Ontario*, and that the same shall thereupon become and be vested in the Crown, for the public uses of the Province, freed and discharged from any and all trusts or charges whatsoever.

Resolved, That the lands following, namely: That parcel of land on which the present Parliament buildings are situate, and which is within said city, and is bounded on the north by *Wellington street*, on the south by *Front street*, on the east by *Simcoe street*, and on the west by *John street*; and also so much of the land now belonging to this Province as is situate and lying within said city, and which may be generally described as bounded on the west by the westerly limit of said city, on the south by the line of the *Great Western Railway*, and on the north and east by *King street* and the line of the *Toronto, Grey and Bruce Railway*, containing about eighty acres, but not including therein those certain six acres, or thereabouts, forming the grounds to be used in connection with the *Andrew Mercer Ontario Reformatory for Females*, be set apart for the purpose of forming and creating from and out of the proceeds to be realized from the selling, demising or leasing thereof, a fund to recoup and reimburse the Province in respect of so much of said sum of five hundred thousand dollars as shall be expended in the erection of said new buildings.

Resolved, That the said lands shall, by public auction or upon tenders invited by public advertisement in that behalf, be sold, demised, or leased at such time or times, in such lots and upon such terms, stipulations, provisos and conditions as the Lieutenant-Governor in Council shall deem best for the public interest, and that the lands so sold, demised, or leased, shall be granted, conveyed, demised, or leased as the case may be, to the respective purchasers or lessees, by letters patent, in which, nevertheless, any terms, conditions, stipulations, or provisos whatever, upon which the said lands shall have been so sold,

demised, or leased, may be inserted, and that such terms, conditions, stipulations and provisos shall be enforced by all courts of law or equity, whether they be or not such as are in other cases held to be consistent with a grant, demise or lease.

Resolved, That all moneys and proceeds arising from or out of said lands, or any sale, demise or lease thereof as aforesaid shall be applied to form the fund aforesaid, and such fund shall be called "The Parliament Buildings Construction Fund, 1880," and that a separate account of the same shall be kept by the Treasurer of the Province, and that such fund shall be applied in and towards the re-payment and reimbursement of so much of the said sum of five hundred thousand dollars, as shall be expended in the construction of said new buildings.

Resolved, That an account of all moneys and sums paid out or received on account of or for any of the purposes aforesaid shall be laid before this House within twenty days after the opening of the then next Session thereof.

The Resolutions, having been read the second time, were agreed to, and referred to the Committee of the Whole House on Bill (No. 133), To provide for the erection of new Buildings for the accommodation of the Provincial Legislature and the Public Departments.

The House resolved itself into a Committee to consider Bill (No. 133), To provide for the erection of new Buildings, for the accommodation of the Provincial Legislature and Public Departments; and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *Sinclair* reported, That the Committee had directed him to report the Bill without any amendment.

Ordered, That the Bill be read the third time To-day.

The House then adjourned at 1 a.m.

Thursday, 26th February, 1880.

3 O'CLOCK P.M.

PRAYERS :

The following Petitions were severally brought up, and laid upon the Table :—

By Mr. *Hay*—Five Petitions of the County Council of *Perth*.

By Mr. *Widdifield*—The Petition of the *Huron* and *Ontario* Ship Canal Company.

The following Petitions were read and received :—

Of *Joseph M. Hagar* and others, of *Kemptville*, praying that the sale of intoxicating liquors may be prohibited on certain holidays.

Of the Town Council of *Welland*, praying that the Bill before the House, respecting the collection of Market Fees, may not pass.

Of the City Council of *Toronto*, praying that the Bill before the House, respecting Municipal Exemption and Taxation, may not pass.

Mr. *Graham*, from the Select Committee to whom was referred Bill (No. 103), Respecting Public Officers of *Ontario*, presented their Report, which was read as follows :—

The Committee have carefully considered the Bill to them referred, and have prepared certain amendments thereto.

The following Bills were severally introduced, and read the first time :—

Bill (No. 135), intituled "An Act to make further provisions respecting the Estates of persons confined in Asylums for the Insane."—The Attorney-General.

Ordered, That the Bill be read the second time on Monday next.

Bill (No. 139), intituled "An Act respecting the Administration of Justice in the Districts of Algoma, Thunder Bay and Nipissing."—The Attorney-General.

Ordered, That the Bill be read the second time on Monday next.

The Order of the Day for the third reading of Bill (No. 84), To amend the Law for the Protection of Game and Fur-bearing Animals, having been read,

Mr. Wigle moved,

That the Bill be now read the third time.

Mr. Monk moved in amendment, seconded by Mr. Deroche,

That the Bill be not now read the third time, but be forthwith referred back to a Committee of the Whole House, with instructions to amend the fourteenth clause, by striking out all the words in the twelfth line from the word "period," and inserting in lieu thereof the words "from the fifteenth day of December to the first day of October."

And the Amendment, having been put, was lost on the following Division :—

YEAS :

Messieurs

Baskerville,	Jelly,	Miller,	Robertson (Hastings),
Bell,	Kerr,	Monk,	Rosevear,
Broder,	Lees,	Morgan,	Ross,
Creighton,	Long,	Morris,	Tooley,
Deroche,	Macmaster,	Murray,	White,
Fraser,	Meredith,	Nairn,	Wigle,
French,	Merrick,	Near,	Wood,
Gibson (Huron),	Metcalfé,	Richardson,	Young—33.
Harkin,			

NAYS :

Messieurs

Appleby,	Cascaden,	Hay,	Pardee,
Awrey,	Chisholm,	Hunter,	Paxton,
Badgerow,	Dryden,	Lairdlaw,	Peck,
Ballantyne,	Ferris,	Livingston,	Robinson (Kent),
Baxter,	Field,	Lyon,	Robertson (Halton),
Bishop,	Freeman,	McCraney,	Sinclair,
Blezard,	Gibson (Hamilton),	McKim,	Springer,
Bonfield,	Graham,	McLaughlin,	Striker,
Boulter,	Harcourt,	McMahon,	Waters,
Caldwell,	Hardy,	Mack,	Watterworth,
Calvin,	Hawley,	Neelon,	Widdifield—44.

Mr. Fraser then moved, seconded by Mr. Monk,

That all after the first word "That" in the Motion be omitted, and the following substituted therefor : "the Bill be not now read the third time, but be forthwith referred back to a Committee of the Whole House, with instructions to amend the same by striking the words "from the fifteenth of November to the fifteenth of October" out of the fourteenth clause, and substituting in lieu thereof the words "from the fifteenth day of November to the first day of October."

And the Amendment, having been put, was carried, on the following Division :—

YEAS :

Messieurs

Baxter,	Bell,	Deroche,	Gibson (Huron).
Ballantyne,	Broder,	Fraser,	Graham,
Baskerville,	Creighton,	French,	Harcourt,

<i>Hardy,</i>	<i>Meredith,</i>	<i>Murray,</i>	<i>Striker,</i>
<i>Harkin,</i>	<i>Merrick,</i>	<i>Nairn,</i>	<i>Tooley,</i>
<i>Hunter,</i>	<i>Metcalfe,</i>	<i>Near,</i>	<i>White,</i>
<i>Jelly,</i>	<i>Miller,</i>	<i>Richardsan,</i>	<i>Widdifield,</i>
<i>Kerr,</i>	<i>Monk,</i>	<i>Robertson (Hastings),</i>	<i>Wigle,</i>
<i>Lees,</i>	<i>Morgan,</i>	<i>Rosevear,</i>	<i>Wood,</i>
<i>Long,</i>	<i>Morris,</i>	<i>Ross,</i>	<i>Young—41.</i>
<i>Macmaster,</i>			

NAYS.

Messieurs

<i>Appleby,</i>	<i>Cascaden,</i>	<i>Livingston,</i>	<i>Patterson,</i>
<i>Awrey,</i>	<i>Chisholm,</i>	<i>Lyon,</i>	<i>Paxton,</i>
<i>Badgerow,</i>	<i>Dryden,</i>	<i>McCraney,</i>	<i>Peck,</i>
<i>Baxter,</i>	<i>Ferris,</i>	<i>McKim,</i>	<i>Robinson (Kent),</i>
<i>Bishop,</i>	<i>Field,</i>	<i>McLaughlin,</i>	<i>Robertson (Halton),</i>
<i>Blezard,</i>	<i>Freeman,</i>	<i>McMahon,</i>	<i>Sinclair,</i>
<i>Bonfield,</i>	<i>Gibson (Hamilton),</i>	<i>Mack,</i>	<i>Springer,</i>
<i>Boulter,</i>	<i>Hawley,</i>	<i>Neelon,</i>	<i>Waters,</i>
<i>Caldwell,</i>	<i>Hay,</i>	<i>Pardee,</i>	<i>Watterworth—38.</i>
<i>Calvin,</i>	<i>Laidlaw,</i>		

The Motion as amended, having been then put, was carried; and the House resolved itself into the Committee; and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *Sinclair* reported, That the Committee had amended the Bill as directed.

Ordered, That the Bill be read the third time forthwith.

The Bill was then read the third time, and passed.

The following Bills were severally read the third time, and passed:—

Bill (No. 105), Respecting the collection of taxes in the Districts of *Algoma, Muskoka, Parry Sound, Nipissing* and *Thunder Bay*.

Bill (No. 133), To provide for the erection of new buildings for the accommodation of the Provincial Legislature and the Public Departments,

The following Bill was read the second time:—

Bill (No. 134), To amend the Municipal Act.

Referred to a Committee of the Whole House To-morrow.

Mr. *Hardy* presented to the House, by command of the Lieutenant-Governor:—

Municipal Statistics of the Province of *Ontario* for the year 1878. (*Sessional Paper No. 58.*)

Also:—Report relating to the registration of Births, Marriages and Deaths, in the Province of *Ontario* for the year ending 31st December, 1878. (*Sessional Paper No. 9.*)

Also:—Return of correspondence and papers relating to the following Railways:—*Erie and Huron* Railway; *Georgian Bay and Wellington* Railway; and the *Stratford and Huron* Railway. (*Sessional Paper No. 37.*)

Also:—In obedience to an Order of the House of the 9th day of February, 1880, a Return respecting *Upper Canada* College, shewing the nature of the investments made on account of the endowment of the College, as on the 30th day of June, 1879. (*Sessional Paper No. 59.*)

Also:—In obedience to an Order of the House of the 9th day of February, 1880, a Return respecting University of *Toronto*, shewing the nature of the investments made on account of the endowment of the University, as on the 30th day of June, 1879. (*Sessional Paper No. 60.*)

Also:—In obedience to an Order of the House of the 16th day of February, 1880, a Return giving the names of the Municipalities which have adopted Township Boards

of Public School Trustees ; the date of their establishment, and any correspondence in connection therewith. (*Sessional Paper No. 61.*)

The Order of the Day having been read for resuming the Debate adjourned on Tuesday, the 17th of February, on a Motion and a proposed Amendment thereto, which were as follows :—

Mr. Wood moved,

That Mr. Speaker do now leave the Chair.

Mr. Widdifield moved in amendment, seconded by Mr. Striker,

That the following words be added to the main motion, “and this House, desiring to comply with the expressed wish of His Honour the Lieutenant-Governor in that behalf, directs the Committee of Supply to reduce the proposed item of \$5,571.22, for the payment *re* visit of His Honour to the North-west, &c., by the sum of three hundred and fifty dollars, which last mentioned sum appears to be more than sufficient to cover any of the said expenses that might be considered personal.”

Mr. Morris objected to the proposed Amendment as being irregular, in that it referred to an expressed wish of His Honour the Lieutenant-Governor made to the House in a private letter, whereas any such communication should have been made through a responsible Minister of the Crown, and recorded on the Journals of the House.

The Attorney-General, by command of the Lieutenant-Governor, informed the House that the Lieutenant-Governor desires that the Committee of Supply do reduce the proposed item of supply of \$5,571.22, for the payment of the expenses of His Honour's visit to the North-west, by the sum of three hundred and fifty dollars, which amount His Honour transmits to cover what might be considered as personal expenses.

Mr. Speaker, having been referred to, decided, That, inasmuch as the Attorney-General had stated in his place, that the responsibility of the communication from His Honour had been assumed by his advisers, the objection could not be entertained.

The Debate was then resumed.

On motion of Mr. Deroche, seconded by Mr. Merrick,

Ordered, That the Debate be further adjourned until to-morrow.

The House then adjourned at 11.15 p.m.

Friday, 27th February, 1880.

3 O'CLOCK P.M.

PRAYERS.

The following Petitions were read and received :—

Of the Dominion Alliance, praying for certain amendments to the License Law, respecting the sale of liquors in Shops and Saloons.

Of the Township Council of *Pelham*, praying for certain amendments to the Municipal Act, respecting the Market Tax on Farm Produce.

Mr. Sinclair, from the Select Committee to whom was referred Bill (No. 128), To extend the powers of Joint Stock Companies for the erection of Exhibition Buildings, presented their Report, which was read as follows :—

The Committee have carefully examined the Bill to them referred, and report the same without amendment.

The following Bills were severally read the third time, and passed :—

Bill (No. 98), Respecting the debenture debt of the City of *Guelph*.

Bill (No. 123), Respecting the removal of persons from County Gaols to Provincial Institutions.

Bill (No. 125), Respecting the *Ontario* Reformatory for Boys.

On motion of Mr. *Paxton*, seconded by Mr. *Striker*,

Ordered, That there be laid before this House, a Return shewing number of suits in the County Courts during the years 1878 and 1879; amounts claimed; judgments; costs; distinguishing the number in each class of judgments for damages, from the number of judgments for debts.

On motion of Mr. *Monk*, seconded by Mr. *Richardson*,

Ordered, That there be laid before this House, a Return of all appointments made, under the provisions of the School Act of 1879, of Separate School representatives on County Boards of Public School examiners, together with the reasons, if any, for such appointments.

On motion of Mr. *Long*, seconded by Mr. *Creighton*,

Ordered, That there be laid before this House, a Return of the various tariffs of Freight charged by the *Hamilton* and *North Western* Railway Company since its opening, with the dates at which such tariffs took effect.

On motion of Mr. *Ross*, seconded by Mr. *Deroche*,

Ordered, That there be laid before this House, a Return from each County and City of the number of days during which the County Selectors were engaged in the selection of the Jury lists for 1880, giving the date of each sitting, and the number of names selected at each day's sitting, the total number of names selected for the different lists, and the total number returned by the municipalities on the Jurors Rolls, also the amount paid to the Selectors for such selection..

The House again resolved itself into a Committee to consider Bill (No. 124), To protect the goods of Lodgers and Boarders against distresses for rent due to the Superior Landlord; and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *Sinclair* reported, That the Committee had directed him to report the Bill with certain amendments.

Ordered, That the Amendments be taken into consideration forthwith.

The Amendments, having been read the second time, were agreed to.

Ordered, That the Bill be read the third time on Monday next.

The House resolved itself into a Committee to consider Bill (No. 107), To amend the Assessment Act; and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *Sinclair* reported, That the Committee had made some progress, and directed him to ask leave to sit again.

Resolved, That the Committee have leave to sit again on Monday next.

The House resolved itself into a Committee severally to consider the following Bills:—

Bill (No. 95), To prevent the spreading of *Canada* thistles.

Bill (No. 90), Respecting Tile, Stone and Timber Drainage.

Bill (No. 128), To extend the powers of Joint Stock Companies for the erection of Exhibition Buildings.

Mr. Speaker resumed the Chair; and, Mr. *Sinclair* reported, That the Committee had directed him to report the several Bills without any amendment.

Ordered, That the Bills reported be severally read the third time on Monday next.

The House resolved itself into a Committee severally to consider the following Bills:—

Bill (No. 79), Respecting the support of Destitute Insane Persons.

Bill (No. 72), To make valid certain Municipal By-laws.

Bill (No. 77). To remove doubts arising out of the Revised Statute respecting Mortgages and sales of Personal Property.

Mr. Speaker resumed the Chair : and Mr. *Sinclair* reported. That the Committee had directed him to report the several Bills with certain amendments.

The Amendments, having been read the second time, were agreed to.

Ordered, That the Bills reported be severally read the third time on Monday next.

The following Bill was read the second time :—

Bill (No. 134), To amend the Mechanics' Lien Act.

Referred to a Select Committee composed as follows :—Messieurs *Bell, Crooks, Gilson (Hamilton), Meredith, Metcalfe and Morris*.

The Order of the Day having been read for resuming the Debate adjourned on Thursday, the 26th of February, on a Motion and a proposed Amendment thereto, which were as follows :—

Mr. *Wood* moved,

That Mr. Speaker do now leave the Chair.

Mr. *Widdifield* moved in amendment, seconded by Mr. *Striker*,

That the following words be added to the main motion, "and this House, desiring to comply with the expressed wish of His Honour the Lieutenant-Governor in that behalf, directs the Committee of Supply to reduce the proposed item of \$5,571.22, for the payment *re* visit of His Honour to the North-West, &c., by the sum of three hundred and fifty dollars, which last mentioned sum appears to be more than sufficient to cover any of the said expenses that might be considered personal."

The Debate was resumed ; and the Amendment, having been put, was carried on the following Division :—

YEAS :

Messieurs

<i>Appleby,</i>	<i>Ferris,</i>	<i>Lyon,</i>	<i>Paxton,</i>
<i>Awrey,</i>	<i>Field,</i>	<i>McCraney,</i>	<i>Peck,</i>
<i>Badgerow,</i>	<i>Fraser,</i>	<i>McKim,</i>	<i>Robinson (Cardwell),</i>
<i>Ballantyne,</i>	<i>Freeman,</i>	<i>McLaughlin,</i>	<i>Robinson (Kent),</i>
<i>Baxter,</i>	<i>Gibson (Huron),</i>	<i>McMahon,</i>	<i>Robertson (Halton),</i>
<i>Bishop,</i>	<i>Gibson (Hamilton),</i>	<i>Mack,</i>	<i>Ross,</i>
<i>Blezard,</i>	<i>Graham,</i>	<i>Miller,</i>	<i>Sinclair,</i>
<i>Bonfield,</i>	<i>Harcourt,</i>	<i>Mowat,</i>	<i>Springer,</i>
<i>Caldwell,</i>	<i>Hardy,</i>	<i>Murray,</i>	<i>Striker,</i>
<i>Cascaden,</i>	<i>Hawley,</i>	<i>Nairn,</i>	<i>Waters,</i>
<i>Chisholm,</i>	<i>Hay,</i>	<i>Neelon,</i>	<i>Watterworth,</i>
<i>Crooks,</i>	<i>Hunter,</i>	<i>Pardee,</i>	<i>Widdifield,</i>
<i>Deroche,</i>	<i>Laidlaw,</i>	<i>Patterson,</i>	<i>Wood—54.</i>
<i>Dryden,</i>	<i>Livingston,</i>		

NAYS :

Messieurs

<i>Baker,</i>	<i>French,</i>	<i>Meredith,</i>	<i>Near,</i>
<i>Baskerville,</i>	<i>Harkin,</i>	<i>Merrick,</i>	<i>Parkhill,</i>
<i>Bell,</i>	<i>Lauder,</i>	<i>Metcalfe,</i>	<i>Richardson,</i>
<i>Boulter,</i>	<i>Lees,</i>	<i>Monk,</i>	<i>Robertson (Hastings),</i>
<i>Broder,</i>	<i>Long,</i>	<i>Morgan,</i>	<i>Rosevear,</i>
<i>Calvin,</i>	<i>Macmaster,</i>	<i>Morris,</i>	<i>Wigle—25.</i>
<i>Creighton,</i>			

The Motion as amended, having been then put, was carried, and it was

Resolved, That Mr. Speaker do now leave the Chair; and this House, desiring to comply with the expressed wish of His Honour the Lieutenant-Governor in that behalf, directs the Committee of Supply to reduce the proposed item of \$5,571.22, for the payment *re* visit of His Honour to the North-west, &c., by the sum of three hundred and fifty dollars, which last mentioned sum appears to be more than sufficient to cover any of the said expenses that might be considered personal.

The House accordingly resolved itself into the Committee.

(In the Committee.)

Resolved, That there be granted to Her Majesty, for the service of the year 1880, the following sums :—

76. To defray Sundry Unforeseen Expenditures in 1879, as follow :

Interest paid Quebec for Common School Fund.....	\$25,000 00
Expenditures on account of Immigration.....	12,650 10
Superannuated Teachers.....	3,874 50
Lighting, &c., Osgoode Hall	3,216 50
Insurance, Public Buildings	9,356 05
Expenses of Elections	18,525 70
Expenses <i>re</i> visit of H. E. the Governor-General.....	6,753 91
Expenses <i>re</i> visit of Lieut.-Governor to North-west....	5,221 22
Inspection of Insurance Companies	1,975 29
Colonization Roads	18,264 13

Total.....\$104,837 92

77. To defray the expenses of the Crown Lands Department \$200 00

78. To defray the expenses of the Education Department, as follow :—

Public School Board, <i>Ottawa</i> , for use of City Schools....	\$1,000 00
Male Teachers for Model School for four months	1,184 00
Inspection of County Model Schools	639 10
New Teachers' Associations	100 00
Revision of Text Books.....	400 00
Catalogue for General Reference of Educational Works..	666 83

Total.....\$3,989 93

79. To defray the expenses of the *Mercer* Reformatory for six months .. \$11,582 00

80. To defray the expenses of a grant to the *Ontario* School of Art.. \$3,400 00

81. To defray the expenses of Hospitals and Charities, as follow :—

Orphan Asylum, <i>Fort William</i> ,	\$200 00
<i>St. Vincent's</i> Home, <i>Hamilton</i> ,	400 00

Total.....\$600 00

82. To defray the expenses of Miscellaneous Expenditure, as follow :—

For the relief of the distress in <i>Ireland</i>	\$20,000 00
<i>Wm. Moore Kelly</i> , gratuity	4,125 00
<i>John Inness</i> , gratuity	2,658 00
<i>Wm. Ford</i> , gratuity	4,666 00
<i>Thos. Devine</i> , gratuity	5,666 00
<i>J. C. Tarbut</i> , gratuity	6,500 00
<i>W. J. Palmer</i> , gratuity	1,000 00
<i>Michael Mann</i> , gratuity	716 59
<i>Margaret O'Grady</i> , gratuity	55 00
<i>Alfred Chapman</i> , gratuity	374 94
<i>T. J. M. Skelly</i> , gratuity	208 30
<i>Patrick Maguire</i> , gratuity	405 00

Total\$46,374 83

83. To defray the expenses of Public Buildings, as follow :—

Two farm cottages at Agricultural College	\$2,000 00
Lock-up at <i>Gore Bay</i> (furniture)	175 00
Lock-up at <i>Manitowaning</i> (furniture)	50 00

Total..... \$2,225 00

84. To defray the expenses of Public Works, as follow :—

Dam at <i>Mountain Lake</i>	\$1,500 00
<i>Muskoka River</i> Works	3,000 00

Total \$4,500 00

85. To defray the expenses of Immigration..... \$1,500 00

Mr. Speaker resumed the Chair; and Mr. *Sinclair* reported, That the Committee had amended the seventy-sixth Resolution as directed by the House; and had come to several other Resolutions; also, That the Committee had directed him to ask for leave to sit again.

Ordered, That the Report be received To-day.

Resolved, That the Committee have leave to sit again on Monday next.

The House resolved itself into a Committee to consider Bill (No. 130), For the relief of Permanent Building Societies; and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *Sinclair* reported, That the Committee had directed him to report the Bill with certain amendments.

Ordered, That the Amendments be taken into consideration forthwith.

The Amendments, having been read the second time, were agreed to.

Ordered, That the Bill be read the third time on Monday next.

Mr. *Sinclair*, from the Committee of Supply, reported the following Resolutions:—

76. *Resolved*, That a sum not exceeding One hundred and four thousand eight hundred and thirty-seven dollars and ninety-two cents be granted to Her Majesty to cover sundry Unforeseen Expenditures of 1879.

77. *Resolved*, That a sum not exceeding Two hundred dollars be granted to Her Majesty to defray the expenses of the Crown Lands Department for the year ending 31st December, 1880.

78. *Resolved*, That a sum not exceeding Three thousand nine hundred and eighty-nine dollars and ninety-three cents, be granted to Her Majesty to defray the expenses of the Education Department for the year ending 31st December, 1880.

79. *Resolved*, That a sum not exceeding Eleven thousand five hundred and eighty-two dollars be granted to Her Majesty to defray the expenses of the *Mercer* Reformatory for the year ending 31st December, 1880.

80. *Resolved*, That a sum not exceeding Three thousand four hundred dollars be granted to Her Majesty to defray the expenses of the *Ontario* School of Art for the year ending 31st December, 1880.

81. *Resolved*, That a sum not exceeding Six hundred dollars be granted to Her Majesty to defray the expenses of Hospitals and Charities for the year ending 31st December, 1880.

82. *Resolved*, That a sum not exceeding Forty-six thousand three hundred and seventy-four dollars and eighty-three cents be granted to Her Majesty to defray the expenses of Miscellaneous Expenditure for the year ending 31st December 1880, as follow: For the relief of the distress in *Ireland*, Twenty thousand dollars. *William Moore Kelly*, gratuity, Four thousand one hundred and twenty-five dollars. *John Innis*, gratuity, Two thousand six hundred and fifty-eight dollars. *William Ford*, gratuity, Four thousand six hundred and sixty-six dollars. *Thomas Devine*, gratuity, Five thousand six hundred and sixty-six dollars. *J. C. Tarbut*, gratuity, Six thousand five hundred dollars. *W. J. Palmer*, gratuity, One thousand dollars. *M. Mann*, gratuity, Seven hundred and sixteen dollars and fifty-nine cents. *Margaret O'Grady*, gratuity, Fifty-five dollars. *Alfred Chapman*, gratuity, Three hundred and seventy-four dollars and ninety-four cents. *T. J. M. Skelly*, gratuity, Two hundred and eight dollars and thirty cents. *Patrick Maguire*, gratuity, Four hundred and five dollars.

83. *Resolved*, That a sum not exceeding Two thousand two hundred and twenty-five dollars be granted to Her Majesty to defray the expenses of Public Buildings for the year ending 31st December, 1880.

84. *Resolved*, That a sum not exceeding Four thousand five hundred dollars be granted to Her Majesty to defray the expenses of Public Works for the year ending 31st December, 1880.

85. *Resolved*, That a sum not exceeding One thousand five hundred dollars be granted to Her Majesty to defray the expenses of Immigration for the year ending 31st December, 1880.

The several Resolutions, having been read the second time,

Ordered, That the further consideration of the seventy-sixth and seventy-ninth Resolutions be postponed until Monday next.

The remaining Resolutions were agreed to.

The House according to Order, proceeded to take into further consideration the Resolutions reported from the Committee of Supply on Monday, the sixteenth day of February, instant, the consideration whereof had been postponed.

The Second Resolution, respecting the expenses of the Lieutenant-Governor's office having been read,

Mr. Bell moved, seconded by *Mr. Creighton*,

That the Resolution be not now concurred in, but be forthwith referred back to the Committee of Supply, with instructions to strike out the item of \$800, for the salary of the Official Secretary, and to reduce the item for Contingencies from \$950 to \$500.

Mr. Meredith moved in amendment, seconded by *Mr. Morris*;

That the following words be added to the proposed amendment, "and this House while prepared to assent to all reasonable appropriations for this service, does not approve of the practice of expending the public moneys of the Province for the purposes for which the sum of \$5,456.22, as part of the item of \$5,571.22, appearing in the Public Accounts, under the head of "Expenses *re* Visit of His Honour the Lieutenant-Governor to the North-west, etc," was expended, and is of opinion that the expenditure of the

said sum, without the authority of this House, for the purposes for which, and in the circumstances under which the same was expended, was unwarranted and unjustifiable."

And the Amendment, having been put, was lost on the following Division :

YEAS :

Messieurs

<i>Baker,</i>	<i>French,</i>	<i>Merrick,</i>	<i>Richardson,</i>
<i>Baskerville,</i>	<i>Harkin,</i>	<i>Metcalfe,</i>	<i>Robertson (Hastings),</i>
<i>Bell,</i>	<i>Kerr,</i>	<i>Monk,</i>	<i>Rosevear,</i>
<i>Boulter,</i>	<i>Lauder,</i>	<i>Morgan,</i>	<i>Tooley,</i>
<i>Broder,</i>	<i>Lees,</i>	<i>Morris,</i>	<i>White,</i>
<i>Calvin,</i>	<i>Long,</i>	<i>Near,</i>	<i>Wigle.—27.</i>
<i>Creighton,</i>	<i>Meredith,</i>	<i>Parkhill,</i>	

NAYS :

Messieurs

<i>Appleby,</i>	<i>Ferris,</i>	<i>Lyon,</i>	<i>Peck,</i>
<i>Awrey,</i>	<i>Field,</i>	<i>McCraney,</i>	<i>Robinson (Cardwell),</i>
<i>Badgerow,</i>	<i>Fraser,</i>	<i>McKim,</i>	<i>Robinson (Kent),</i>
<i>Ballantyne,</i>	<i>Freeman,</i>	<i>McLaughlin,</i>	<i>Robertson (Halton),</i>
<i>Baxter,</i>	<i>Gibson (Huron),</i>	<i>MaMahon,</i>	<i>Ross,</i>
<i>Bishop,</i>	<i>Gibson (Hamilton),</i>	<i>Mack,</i>	<i>Sinclair,</i>
<i>Blezard,</i>	<i>Graham,</i>	<i>Miller,</i>	<i>Springer,</i>
<i>Bonfield,</i>	<i>Harcourt,</i>	<i>Mowat,</i>	<i>Striker,</i>
<i>Caldwell,</i>	<i>Hardy,</i>	<i>Nairn,</i>	<i>Waters,</i>
<i>Cascaden,</i>	<i>Hawley,</i>	<i>Neelon,</i>	<i>Watterworth,</i>
<i>Chisholm,</i>	<i>Hay,</i>	<i>Pardee,</i>	<i>Widdifield,</i>
<i>Crooks,</i>	<i>Hunter,</i>	<i>Patterson,</i>	<i>Wood,</i>
<i>Deroche,</i>	<i>Livingston,</i>	<i>Paxton,</i>	<i>Young.—53.</i>
<i>Dryden,</i>			

Mr. *Ross* then moved in amendment, seconded by Mr. *McLaughlin*,

That all words in the motion after "That," be struck out, and the following inserted in lieu thereof, "this House, while concurring in the Resolution, recognizes the immense importance of the territory recently awarded to *Ontario* by the Boundary Arbitration, and the unpatriotic and hostile attempts in some quarters to prevent the ratification of that award, desires to express the opinion, that the recent official visit of the Lieutenant-Governor to this newly acquired territory—being an assertion of the jurisdiction of the Provinces over the same—was judicious and proper, and that while this House fully approves of the purpose of the visit and recognizes that the expenditure connected therewith, charged to the Province, has been but in accordance with the invariable custom of such official visits heretofore, as for instance the trip taken by the late *Sandfield Macdonald's* Government, and notably the one in the *Chicora*, in 1868—desires to express the opinion that expenditures for spirituous liquors in connection with any such official trips or visits, should not hereafter be charged to the Province.

And the Amendment, having been put, was carried on the following Division :

YEAS :

Messieurs

<i>Appleby,</i>	<i>Bishop,</i>	<i>Crooks,</i>	<i>Fraser,</i>
<i>Awrey,</i>	<i>Blezard,</i>	<i>Deroche,</i>	<i>Freeman,</i>
<i>Badgerow,</i>	<i>Bonfield,</i>	<i>Dryden,</i>	<i>Gibson (Huron),</i>
<i>Ballantyne,</i>	<i>Caldwell,</i>	<i>Ferris,</i>	<i>Gibson (Hamilton),</i>
<i>Baxter,</i>	<i>Cascaden,</i>	<i>Field,</i>	<i>Graham,</i>

<i>Harcourt,</i>	<i>McKim,</i>	<i>Pardee,</i>	<i>Sinclair,</i>
<i>Hardy,</i>	<i>McLaughlin,</i>	<i>Patterson,</i>	<i>Springer,</i>
<i>Hawley,</i>	<i>McMahon,</i>	<i>Paxton,</i>	<i>Striker,</i>
<i>Hay,</i>	<i>Mack,</i>	<i>Peck,</i>	<i>Waters,</i>
<i>Hunter,</i>	<i>Miller,</i>	<i>Robinson (Cardwell),</i>	<i>Watterworth,</i>
<i>Livingston,</i>	<i>Mowat,</i>	<i>Robinson (Kent),</i>	<i>Widdifield,</i>
<i>Lyon,</i>	<i>Nairn,</i>	<i>Robertson (Halton),</i>	<i>Wood,</i>
<i>McCraney,</i>	<i>Neelon,</i>	<i>Ross,</i>	<i>Young—52.</i>

NAYS :

Messieurs

<i>Baker,</i>	<i>Harkin,</i>	<i>Merrick,</i>	<i>Parkhill,</i>
<i>Bell,</i>	<i>Kerr,</i>	<i>Metcalfe,</i>	<i>Richardson,</i>
<i>Boulter,</i>	<i>Lauder,</i>	<i>Monk,</i>	<i>Robertson (Hastings),</i>
<i>Broder.</i>	<i>Lees,</i>	<i>Morgan,</i>	<i>Rosevear,</i>
<i>Calvin,</i>	<i>Long,</i>	<i>Morris,</i>	<i>Tooley,</i>
<i>Creighton,</i>	<i>Meredith,</i>	<i>Near,</i>	<i>Wigle—25.</i>
<i>French,</i>			

The Motion as amended, having been then put, was carried, and it was

Resolved, That this House, while concurring in the Resolution, recognizes the immense importance of the territory recently awarded to *Ontario* by the Boundary Arbitration, and the unpatriotic and hostile attempts in some quarters to prevent the ratification of that award, desires to express the opinion that the recent official visit of the Lieutenant-Governor to this newly acquired territory, being an assertion of the jurisdiction of the Province over the same, was judicious and proper, and that while this House fully approves of the purpose of the visit, and recognizes that the expenditure connected therewith charged to the Province, has been but in accordance with the invariable custom of such official visits heretofore, as for instance the trips taken by the late *Sandfield MacDonald's* Government, and notably the one in the *Chicora* in 1868, desires to express the opinion that expenditures for spirituous liquors in connection with any such official trips or visits, should not hereafter be charged to the Province

The second Resolution was then agreed to.

Mr. *Hardy* presented to the House :—

In obedience to an Order of the House of the third day of March, 1879, a Return stating in detail the name and cost of conveying each lunatic to the different Asylums, prisoners to the Central Prison, boys to the Reformatory, for the years 1874, 1875, 1876, 1877 and 1878. (*Sessional Paper No. 62.*)

Also:—In obedience to an Order of the House of the 9th day of February, 1880, a Return containing the minutes of all meetings of the Senate of the University of *Toronto* during the year 1879. (*Sessional Paper No. 63.*)

Also:—In obedience to an Order of the House of the 10th day of March, 1879, a Return, shewing as far as can be ascertained, the amount received for building purposes of the several Hospitals and Charitable Institutions of the Province, either from the Government of *Ontario*, or from local sources. (*Sessional Paper No. 64.*)

Also:—In obedience to an Order of the House of the 14th day of January, 1880, a Return from each County Treasurer of *Ontario* of the aggregate amount of moneys paid during the years 1868 and 1879 to members of County Councils, either by way of gratuity, salary, *per diem* allowance, mileage, or otherwise ; also the aggregate amount of moneys paid during the same years to County or other officials in respect or on account of attendance or services rendered at sittings of the Council or of any Committee thereof ; also, the aggregate amount of all other payments made or expenses incurred during the same years, either in respect or by reason of the sittings of said Counties Council or of any Committee thereof ; and, also, the salaries paid to County officials during the same years. (*Sessional Paper No. 65.*)

The House then adjourned at 12 midnight.

Monday, 1st March, 1880.

3 O'CLOCK P.M.

PRAYERS.

The following Petitions were severally brought up, and laid upon the Table :—

By Mr. *Miller*—The Petition of the Township Council of *Muskoka*.

By Mr. *Nairn*—The Petition of the *Malahide* Agricultural Society.

The Order of the Day for the third reading of Bill (No. 72), To make valid certain Municipal By-laws, having been read, the Motion, having been put, was carried on a Division, and the Bill was read the third time, and passed.

The following Bills were severally read the third time, and passed :—

Bill (No. 124), To protect the goods of Lodgers and Boarders against distresses for rent due to the Superior Landlord.

Bill (No. 76), Respecting Ditching Watercourses.

Bill (No. 79), Respecting the support of Destitute Insane Persons.

Bill (No. 95), To prevent the Spreading of *Canada* Thistles.

Bill (No. 77), To amend the Revised Statute respecting Mortgages and sales of Personal Property.

Bill (No. 128), To extend the powers of Joint Stock Companies for the erection of Exhibition Buildings.

Mr. *Bell* moved, seconded by Mr. *Parkhill*,

That in the opinion of this House it is expedient that the Government of *Ontario* take into consideration the question of the location of the *Pacific* Railway through this Province, in relation to its effect on the prosperity of the southern portion of *Ontario*, and particularly on its towns and cities on *Lake Ontario*; and that if the Government consider that effect injurious, it take such steps as it may deem best for preventing the business of the country naturally pertaining to the frontier towns and cities, from being drained off to *Montreal* and *Portland*.

And a Debate having arisen, the Motion was, by leave of the House, withdrawn.

The Order of the Day for the second reading of Bill (No. 97), Respecting County Public School Inspectors, having been read, the motion, having been put, was carried, on a Division.

Referred to a Select Committee composed as follows :—Messieurs *Ballantyne*, *Crooks*, *Fraser*, *Hay* and *Meredith*.

The following Bills were severally read the second time :—

Bill (No. 136), To make further provisions respecting the Estates of Persons confined in Asylums for the Insane.

Referred to a Committee of the Whole House To-morrow.

Bill (No. 135), Respecting the Administration of Justice in the Districts of *Algoma*, *Thunder Bay* and *Nipissing*.

Referred to a Committee of the Whole House To-morrow.

Mr. *Hardy* presented to the House, by command of the Lieutenant-Governor :—

Report of the Immigration Department for the Province of *Ontario* for the year 1879. (*Sessional Paper No. 6.*)

Also :—Report on the working of the Tavern and Shop Licenses Act for the year 1879. (*Sessional Paper No. 11.*)

Also :—In obedience to an Order of the House of the 25th day of February, 1880, a Return of the total receipts and expenditure of the Agriculture and Arts Association

for the years 1878 and 1879, as arranged under the different sub-heads, to be found in the reports of the said Association. (*Sessional Paper No. 66.*)

Also :—In obedience to an Order of the House of the 13th day of January, 1880, a Return shewing:—1. The names of all persons appointed by the *Ontario* Government as Special Commissioners or Committees of enquiry regarding matters pertaining to Provincial affairs since the year 1867 ; 2. A statement of the subject-matter of investigation or inquiry in each case ; 3. A statement of all expenses connected with such Commissioner or Committee of enquiry in detail. (*Sessional Paper No. 67.*)

Also :—In obedience to an Order of the House of the 28th day of January, 1880, a Return of all correspondence between the Department of the Attorney-General and *John Small*, Esquire, Clerk in the office of the Court of *Queen's Bench* in Toronto. (*Sessional Paper No. 68.*)

Also :—In obedience to an Order of the House of the 28th day of February, 1879, a Return shewing copy of Order in Council of 2nd December, 1870, subjecting timber cut in Crown Lands without license to a penalty of one hundred dollars per thousand cubic feet on square timber, and one dollar per standard saw-log ; A statement of all fines and penalties exacted under the said Order in Council, with the names of the parties fined ; the quantity of timber cut, and the amount exacted in each case ; a copy of all correspondence, departmental reports, reports of agents, and complaints of aggrieved parties in reference to the said fines up to the first day of February, 1879 ; also, a statement of all timber cut in trespass on any unlicensed, unsold or unlocated lands since the passing of the said Order, upon which the penalty duty of ten cents per cubic foot was not charged. (*Sessional Paper No. 69.*)

Also :—In obedience to an Order of the House of the 5th day of February, 1879, a Return from each city, town, incorporated village and township (so far as heard from), shewing the amount placed on the Collector's Rolls for collection for the years 1871 and 1878. (*Sessional Paper No. 70.*)

On Motion of the Attorney-General, seconded by Mr. *Meredith*,

Resolved, That an humble Address be presented to His Excellency the Governor-General, congratulating His Excellency on the providential escape of His Excellency and Her Royal Highness the Princess *Louise* from the alarming danger in which they were placed by a recent accident.

Resolved,—That the foregoing resolution be referred to a Select Committee composed as follows :—The Attorney-General, Messieurs *Meredith*, *Morris* and *Pardee*, with instructions to prepare and report an Address in conformity therewith.

The Attorney-General, from the Committee, reported an Address, which was read as follows :—

To the Right Honourable the Marquis of Lorne, K.C.B., Governor-General of Canada, &c., &c., &c.

MAY IT PLEASE YOUR EXCELLENCY :

We, Her Majesty's most dutiful and loyal subjects, the Legislative Assembly of the Province of *Ontario*, in session assembled, beg leave to express to Your Excellency our most sincere congratulations, on the providential escape of Your Excellency and Your Illustrious Consort, Her Royal Highness the Princess *Louise*, from the alarming danger in which you were placed by your recent accident.

The personal safety, welfare and happiness of the Representative, and the Daughter, of our beloved Sovereign must ever be a matter of the most lively concern to the people of *Ontario*.

We only echo the universal sentiments of those on whose behalf we are permitted to speak when we give utterance to a feeling of profound thankfulness, that, in a moment of extreme peril, more serious consequences were averted, and to the earnest hope, that, in a very short time, Her Royal Highness may be able, in fully recovered health, to receive

the welcome that everywhere awaits her appearance among those to whom she has so greatly endeared herself.

The Address, having been read the second time, was agreed to.

Ordered, That the Address be engrossed.

Resolved, That an humble Address be presented to His Honour the Lieutenant-Governor, praying that His Honour will be pleased to transmit the Address adopted by this House, congratulating His Excellency the Governor-General of the Dominion, on the providential escape of His Excellency and Her Royal Highness the Princess *Louise* from the alarming danger in which they were placed by a recent accident.

Resolved, That the address be engrossed and presented to His Honour the Lieutenant-Governor by such members of the House as are of the Executive Council.

The Attorney-General delivered to Mr. Speaker, a Message from the Lieutenant-Governor, signed by himself; and the said Message was read by Mr. Speaker, and is as follows:—

D. A. MACDONALD.

The Lieutenant-Governor transmits further Estimates of a certain sum required to complete the service of the Province for 1880.

GOVERNMENT HOUSE,
Toronto, March 1st, 1880.

(*Sessional Paper No. 2.*)

Ordered, That the Message of the Lieutenant-Governor, together with the Supplementary Estimates, be referred to the Committee of Supply.

The House resolved itself into a Committee to consider Bill (No. 132), To amend the Municipal Act; and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *Sinclair* reported, That the Committee had made some progress, and directed him to ask leave to sit again.

Resolved, That a Committee have leave to sit again To-morrow.

The House then adjourned at 9.40 p.m.

Tuesday, 2nd March, 1880.

3 O'CLOCK P.M.

PRAYERS.

The following Petition was brought up, and laid upon the Table:—

By Mr. *Laidlaw*—The Petition of *Alexander Dixon* and others, of *Guelph*.

The following Petitions were read and received:—

Of the County Council of *Perth*, praying that no Act may pass to dismember the County.

Of the County Council of *Perth*, respecting the erection of a Normal School in the West.

Of the County Council of *Perth*, praying that new Legislative and Departmental buildings may not be erected.

Of the County Council of *Perth*, praying for certain amendments to the Municipal Act respecting Auction Sales.

Of the *Huron and Ontario Ship Canal Company*, praying that the Legislative Assembly will address the Dominion Government for aid towards a new Survey.

Mr. *Young*, from the Select Committee appointed to enquire into the subject of frequent accidents to brakemen and others employed on Railways, presented their Report, which was read. (*Appendix No. 1.*)

The following Bill was introduced, and read the first time:—

Bill (No. 137), intituled “An Act to amend the Liquor License Act.”—Mr. *Bell*.

Ordered, That the Bill be read the second time on Thursday next.

The Order of the Day for the third reading of Bill (No. 5), To provide for the division of the Township of *Luther*, having been read,

Mr. *McKim* moved, seconded by Mr. *Baxter*,

That the Bill be not now read the third time, but be forthwith referred back to a Committee of the Whole House, with instructions to add the following as a new section:—“Notwithstanding anything in this Act contained, the said Township of *East Luther* shall not be liable for, or in any way chargeable with the payment of, the bonus of \$10,000, in aid of the *Arthur Junction* Railway Company, under by-law No. 24 of said Township of *Luther*, dated the ninth day of November, one thousand eight hundred and seventy-eight, or of the debentures thereunder, or any of them, or any interest thereon.”

And the Motion, having been put, was lost on a Division.

The Bill was then read the third time, and passed.

The following Bill was read the third time:—

Bill (No. 130), For the relief of Permanent Building Societies.

Resolved, That the Bill do pass, and be intituled “An Act for the relief of Building, Loan and Saving Societies and Companies.”

The Order of the Day for the third reading of Bill (No. 90), Respecting Tile, Stone and Timber Drainage, having been read,

The Attorney-General, by command of the Lieutenant-Governor, acquainted the House, That the Lieutenant-Governor, having been informed of the subject-matter of a certain section of the proposed Bill, recommends the same to the consideration of the House.

The Bill was then read the third time, and passed.

Mr. *Crooks* moved, seconded by Mr. *Pardee*,

That this House doth ratify an Order in Council, dated the first day of March instant, directing certain payments from the Permanent Fund of the *Upper Canada* College and Royal Grammar School, which is as follows:—

The Committee of Council advise that the recommendation contained in the report of the Honourable the Minister of Education, dated the 1st day of March instant, and hereto annexed, be approved of by Your Honour, subject to ratification by the Legislative Assembly, pursuant to the Act 42 *Victoria*, chapter 35.

(Certified), J. G. SCOTT,
Clerk Executive Council, Ontario.

The undersigned respectfully begs to report for the consideration of His Honour the Lieutenant-Governor in Council, the following respecting the *Upper Canada* College and Royal Grammar School.

The Committee of the Senate of the University of *Toronto*, under whose control, management and direction all the affairs and business of the *Upper Canada* College and Royal Grammar School are placed by the Statute in that behalf, have represented by their memorial, dated 27th day of February last, that an urgent necessity exists for providing additional and improved accommodation in the Boarding House, owing to the circumstances

that a large part of the present building was erected fifty years since, and that although large sums have been expended in maintaining it in repair yet it is quite unsuitable for the purposes which it is now called upon to fulfil. The sleeping accommodation is inadequate, while the sanitary arrangements are defective, and the modes of heating and of ventilation are costly and imperfect. Admittance has been unwillingly refused to many boys who would have been very desirable pupils.

By increased and improved accommodation in the Boarding House, the provincial character of the Institution would be further extended. The Boarding House has proved for several years not only self-supporting but profitable, shewing a considerable surplus of income over expenditure in each year. The Committee therefore proposes that this surplus should be made available for paying to the General Income Fund of the College interest at seven per cent. on the sum of thirty thousand dollars, which is their estimate of the amount required for such improved accommodation, and which has been the result of a careful consideration of economical and suitable plans and estimates for the purpose. This charge for interest is also proposed to be made a first charge on the surplus revenues of the Boarding House and thus secure the active interest of the masters in residence to its continued success. Upon consideration of the foregoing, the undersigned has come to the conclusion that it is of the greatest importance to the interests of higher education in this Province that the *Upper Canada* College and Royal Grammar School should be placed in a position of complete efficiency, especially for fulfilling the principal object of its foundation fifty years since in being provincial in its advantages and in maintaining its invaluable influences in the formation of the best traits of character in the youth of this Province, as well as securing satisfactory standards in such subjects as have made it one of the chief sources from which the Provincial University derives its supply of thoroughly disciplined students, and that the zealous efforts of the Committee of the Senate who are especially entrusted with its management have hitherto resulted in the improved usefulness of the College in provincial aspects which in the judgment of the undersigned will be increased if the opportunity for making the proposed improvements is afforded them.

The undersigned therefore recommends that Your Honour in Council may be pleased to authorize by an Order in Council, the expenditure of thirty thousand dollars out of the Permanent Fund of the *Upper Canada* College and Royal Grammar School for carrying out the foregoing improvements in the accommodation of the Boarding House, and that interest at the rate of seven per centum per annum be payable thereon to the General Income Fund of the College out of the Surplus Revenues out of the Boarding House in priority to other payments.

Respectfully submitted,

ADAM CROOKS,

Minister of Education.

EDUCATION DEPARTMENT, ONTARIO,
TORONTO, 1st March, 1880.

And a Debate haven arisen,

Ordered, That the Debate be adjourned till To-morrow.

On the motion of Mr. *Crooks*, seconded by Mr. *Pardee*,

Resolved, That this House doth ratify an Order in Council, dated the first day of March instant, authorizing certain Resolutions of the Senate of the University of *Toronto*, respecting the proposed arrangements between the Province and the Corporation of the City of *Toronto*, for the erection of the Parliamentary Buildings in the *Queen's* Park, which is as follows:—

The Committee of Council advise that the recommendation contained in the annexed report of the Honourable the Minister of Education, dated the first day of March instant, be approved of by your Honour, subject to ratification by the Legislative Assembly, pursuant to the Act, 42 *Victoria*, chapter 35.

(Certified)

J. G. SCOTT,

Clerk of Executive Council.

The undersigned respectfully reports, for the information of His Honour the Lieutenant-Governor in Council, the following respecting the University of *Toronto* :—

The Senate of the University of *Toronto*, in connection with the proposed arrangements between the Province and the Corporation of the City of *Toronto*, for the erection of Parliamentary and Departmental buildings in the *Queen's Park*, on the 23rd day of February last passed the resolutions, a copy of which is hereto annexed.

While the Legislative Assembly has approved of the proposals of your Honour in Council for the purpose of providing for the proper accommodation of the Provincial Legislature, and the Departments of the Public Service, and the expenditure thereof of the sum proposed, it may not be necessary that the stone building mentioned in the aforesaid resolutions of the Senate, and the area of land therewith reserved from the *Queen's Park*, should be required in connection with the site in the *Queen's Park* for the said Parliamentary and Departmental Buildings when finally settled upon ; but, should it be found that the ground occupied by the said building and area so reserved, are required in the erection of the said buildings, it is expedient that the aforesaid resolutions of the Senate should be authorized by your Honour in Council, in order that the same may be ratified by resolution of the Legislative Assembly at its present session.

The undersigned, therefore, respectfully recommends that an Order in Council be passed to provisionally authorize the said resolutions, in case it should be found necessary that the area so reserved should be required in carrying out the said proposals for the erection of the said Parliamentary and Departmental Buildings in the *Queen's Park*.

(Signed) ADAM CROOKS,
Minister of Education.

EDUCATION DEPARTMENT,
March 1st, 1880.

Resolutions of the Senate of the University of Toronto, passed 23rd February, 1880.

It was moved by the Vice-Chancellor, seconded by Mr. *Mulock*, and carried,
That the report just read be received and adopted.

It was moved by the Vice-Chancellor, seconded by Mr. *Mulock*, and carried,

That the Senate hereby approves of the recommendation contained in the Report of the Committee appointed to confer with the Government with reference to the proposed erection of Parliamentary Buildings in the *Queen's Park*, and having regard to the consideration therein stated, are willing that the sum of twenty thousand dollars (\$20,000) should be accepted as a moderate equivalent for the stone building and adjoining land reserved in the lease to the Corporation of the City of *Toronto*, and that in view of the arrangement between the Government and the Corporation of the City for the erection of Parliamentary Buildings in the *Queen's Park*, in connection with which the taking down and removal of the stone building would appear to be necessary, the Senate approves of such arrangement so far as the interest of the University as lessors of the Park is concerned, and also approves of an application being made to the Lieutenant-Governor in Council for an expenditure of ten thousand dollars (\$10,000) over and above the said sum of twenty thousand dollars for the erection of the building now required for holding the University examinations, as also for improving and enlarging the museum and class-rooms.

The Order of the Day for the consideration of the Amendments made in Committee on Bill (No 101), To extend the jurisdiction of the Division Courts, and to regulate the offices of the said Courts, having been read,

Ordered, That the Order be discharged, and that the said Bill be forthwith recommitted to a Committee of the Whole House.

The House accordingly resolved itself into the Committee; and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *Sinclair* reported, That the Committee had directed him to report the Bill with certain further amendments.

The Amendments having been read the second time,

Mr. *Hardy* moved,

That the Amendments be now concurred in.

Mr. *Long* moved in amendment, seconded by Mr. *Bell*,

That all the words in the Motion after "That" be struck out, and the following substituted therefor:—"the amendments be not now concurred in, but that the Bill be forthwith referred back to a Committee of the Whole House, with instructions to amend the same, by providing that the jurisdiction of Division Courts be extended to sums not exceeding two hundred dollars, in the class of cases in which such Courts have now jurisdiction, to the extent of one hundred dollars."

And the Amendment, having been put, was lost on the following Division:—

YEAS :

Messieurs

<i>Baskerville,</i>	<i>French,</i>	<i>Metcalfe,</i>	<i>Richardson,</i>
<i>Bell,</i>	<i>Kerr,</i>	<i>Morgan,</i>	<i>Rosevear,</i>
<i>Boulter,</i>	<i>Lauder,</i>	<i>Morris,</i>	<i>White,</i>
<i>Calvin,</i>	<i>Long,</i>	<i>Near,</i>	<i>Wigle—19.</i>
<i>Creighton,</i>	<i>Meredith,</i>	<i>Parkhill,</i>	

NAYS :

Messieurs

<i>Appleby,</i>	<i>Field,</i>	<i>Livingston,</i>	<i>Peck,</i>
<i>Awrey,</i>	<i>Fraser,</i>	<i>McCraney,</i>	<i>Robinson (Cardwell),</i>
<i>Badgerow,</i>	<i>Freeman,</i>	<i>McLaughlin,</i>	<i>Robertson (Halton),</i>
<i>Ballantyne,</i>	<i>Gibson (Huron),</i>	<i>McMahon,</i>	<i>Ross,</i>
<i>Baxter,</i>	<i>Gibson (Hamilton),</i>	<i>Mack,</i>	<i>Sinclair,</i>
<i>Bishop,</i>	<i>Graham,</i>	<i>Miller,</i>	<i>Springer,</i>
<i>Blezard,</i>	<i>Harcourt,</i>	<i>Mowat,</i>	<i>Striker,</i>
<i>Bonfield,</i>	<i>Hardy,</i>	<i>Nairn,</i>	<i>Waters,</i>
<i>Cascaden,</i>	<i>Hawley,</i>	<i>Neelon,</i>	<i>Watterworth,</i>
<i>Chisholm,</i>	<i>Hay,</i>	<i>Pardee,</i>	<i>Wood,</i>
<i>Deroche,</i>	<i>Hunter,</i>	<i>Patterson,</i>	<i>Young—46.</i>
<i>Dryden,</i>	<i>Laidlaw,</i>		

The Motion, having been then put, was carried, and the Amendments were concurred in.

Ordered, That the Bill be read the third time To-morrow.

The Order of the Day for the consideration of the Amendments made in Committee on Bill (No. 102), To abolish priority of, and among Execution Creditors, having been read,

Ordered, That the Order be discharged, and that the Bill be forthwith recommitted to a Committee of the Whole House.

The House accordingly resolved itself into the Committee; and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *Sinclair* reported, that the Committee had directed him to report the Bill with certain further amendments.

Ordered, That the Amendments be taken into consideration forthwith.

The Amendments, having been read the second time, were concurred in.

Ordered, That the Bill be read the third time To-morrow.

The House again resolved itself into a Committee to consider Bill (No. 132), To amend the Municipal Act; and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *Sinclair* reported, That the Committee had directed him to report the Bill with certain amendments.

Ordered, That the Amendments be taken into consideration forthwith.

The Amendments, having been read the second time, were agreed to.

Ordered, That the Bill be read the third time To-morrow.

The House resolved itself into a Committee to consider Bill (No. 136), To make further provisions respecting the Estates of Persons confined in Asylums for the Insane; and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *Sinclair* reported, That the Committee had directed him to report the Bill without any amendment.

Ordered, That the Bill be read the third time To-morrow.

The House resolved itself into a Committee to consider Bill (No. 119), Respecting Municipal Taxation and Exemption; and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *Sinclair* reported, That the Committee had made some progress, and directed him to ask leave to sit again.

Resolved, That the Committee have leave to sit again To-morrow.

The House then adjourned at 11.45 p.m.

Wednesday, 3rd March, 1880.

3 O'CLOCK P.M.

PRAYERS.

The following Petition was brought up, and laid upon the Table:—

By Mr. *McLaughlin*—The Petition of the Town Council of *Bowmanville*.

The following Petitions were read and received:—

Of the Township Council of *Muskoka*, respecting the route of the *Ontario and Pacific Junction* Railway.

Of the *Malahide* Agricultural Society, praying for certain amendments to the Agriculture and Arts Act, respecting the places of holding Fairs.

Mr. *Baxter*, from the Standing Committee on Printing, presented their Third Report, which was read as follows:—

The Committee recommend that the following documents be printed:—

Return respecting the Surrogate Courts. (*Sessional Paper No. 47.*)

Report respecting *Niagara Falls*. (*Sessional Paper No. 51.*)

Report relating to Parliament Buildings. (*Sessional Paper No. 52.*)

Report of the Commissioner of Agriculture and Arts. (*Sessional Paper No. 3.*)

Report relating to Births, etc. (*Sessional Paper No. 9.*)

Report of the Stipendiary Magistrates as to the Northerly parts of *Ontario*. (*Sessional Paper No. 22.*)

Correspondence relating to Railways. (*Sessional Paper No. 37.*)

Return shewing costs of Grand Juries. (*Sessional Paper No. 55.*)

Return of all Railways receiving Aid. (*Sessional Paper No. 56.*)

Return relating to Immigrants. (*Sessional Paper No. 54.*)

Return respecting Hospitals and Charitable Institutions. (*Sessional Paper No. 64.*)

Return relating to County and Township Councils. (*Sessional Paper No. 53.*)

Return relating to Township Boards of School Trustees. (*Sessional Paper No. 61.*)

Return of the endowment of *Upper Canada* College. (*Sessional Paper No. 59.*)

Correspondence between the Attorney-General and *J. Small*. (*Sessional Paper No. 68.*)

Return of the Endowment of the University of *Toronto*. (*Sessional Paper No. 60.*)

Return of all Insurance Companies which have not made Returns. (*Sessional Paper No. 57.*)

Municipal Statistics for 1878. (*Sessional Paper No. 58.*)

Return of amounts paid to County Councils. (*Sessional Paper No. 65.*)

Report of Immigration Department for 1879. (*Sessional Paper No. 6.*)

Report on the Tavern and Shop License Acts for 1879. (*Sessional Paper No. 11.*)

Correspondence regarding the Award of Arbitrators. (*Sessional Paper No. 46.*)

Return of Receipts of the Agricultural Association. (*Sessional Paper No. 66.*)

Return as to Committees of Enquiry. (*Sessional Paper No. 67.*)

The Committee recommended that the following Documents be not printed:—

Report on *Western Ontario* School of Art. (*Sessional Paper No. 50.*)

Return as to University College. (*Sessional Paper No. 45.*)

Return of the Senate of the University of *Toronto*. (*Sessional Paper No. 63.*)

Return of fines for cutting Timber on Crown Lands. (*Sessional Paper No. 69.*)

Return as to Collectors Rolls. (*Sessional Paper No. 70.*)

Return as to conveyance of Lunatics, etc. (*Sessional Paper No. 62.*)

Return relating to Lunatics confined in Common Gaols. (*Sessional Paper No. 35.*)

Return of cases in County Courts which have been argued. (*Sessional Paper No. 43.*)

The following Return was ordered not to be printed, on a Division:—

Return shewing the names of all persons, firms and companies indebted to the Crown on the 1st of January, 1879, on account of Timber dues. (*Sessional Paper No. 49.*)

The Committee recommend that the Clerk of the House be instructed to write to the Chairman of the Joint Committee on Printing for the Dominion Parliament, stating that whilst all the documents printed by the *Ontario* Legislature are regularly mailed to Members of the Senate and Commons representing *Ontario*, the Members of this House have of late been deprived of Proceedings, Bills, Reports and Blue Books in paper covers, currently printed by the Dominion Government, and to request that the documents referred to may be sent to each Member of this House, in the same manner in which our documents and papers are supplied to them.

Resolved, That this House doth concur in the Third Report of the Committee on Printing.

Mr. *Gibson (Huron)*, from the Standing Committee on Public Accounts, presented their First and Final Report, which was read. (*Appendix No. 2.*)

The following Bills were severally read the third time, and passed:—

Bill (No. 136), To make further provisions respecting the Estates of Persons confined in Asylums for the Insane.

Bill (No. 132), To amend the Municipal Act.

The Order of the Day for the third reading of Bill (No. 101), To extend the jurisdiction of the Division Courts, and to regulate the offices of the said Courts, having been read,

Mr. *Hardy* moved,

That the Bill be now read the third time.

Mr. *White* moved in amendment, seconded by Mr. *Paxton*,

That in the opinion of this House, it is not expedient to introduce into the Division Court practice the system of taxing counsel, attorney or agent's fees or costs, and that the Bill be not now read the third time, but be forthwith referred back to the Committee of the Whole House, with instruction to strike out section sixteen of the Bill.

And the Amendment, having been put, was lost on the following Division:—

YEAS:

Messieurs

<i>Bell,</i>	<i>Jelly,</i>	<i>Monk,</i>	<i>Richardson,</i>
<i>Boulter,</i>	<i>Kerr,</i>	<i>Morgan,</i>	<i>Robertson (Hastings),</i>
<i>Broder,</i>	<i>Lauder,</i>	<i>Morris,</i>	<i>Springer,</i>
<i>Calvin,</i>	<i>Long,</i>	<i>Near,</i>	<i>Tooley,</i>
<i>Creighton,</i>	<i>Meredith,</i>	<i>Parkhill,</i>	<i>White,</i>
<i>French,</i>	<i>Metcalfe,</i>	<i>Paxton,</i>	<i>Wigle—24.</i>

NAYS :

Messieurs

<i>Appleby,</i>	<i>Gibson (Huron),</i>	<i>Lyon,</i>	<i>Peck,</i>
<i>Awrey,</i>	<i>Gibson (Hamilton),</i>	<i>McKim,</i>	<i>Robinson (Kent),</i>
<i>Badgerow,</i>	<i>Graham,</i>	<i>McLaughlin,</i>	<i>Robertson (Halton),</i>
<i>Ballantyne,</i>	<i>Harcourt,</i>	<i>McMahon,</i>	<i>Ross,</i>
<i>Blezard,</i>	<i>Hardy,</i>	<i>Miller,</i>	<i>Sinclair,</i>
<i>Cascaden,</i>	<i>Hawley,</i>	<i>Mowat,</i>	<i>Waters,</i>
<i>Chisholm,</i>	<i>Hay,</i>	<i>Nairn,</i>	<i>Watterworth,</i>
<i>Crooks,</i>	<i>Hunter,</i>	<i>Neelon,</i>	<i>Widdifield.</i>
<i>Dryden,</i>	<i>Laidlaw,</i>	<i>Pardee,</i>	<i>Wood,</i>
<i>Field,</i>	<i>Livingston,</i>	<i>Patterson,</i>	<i>Young—41.</i>
<i>Fraser,</i>			

Mr. *Meredith* then moved in amendment, seconded by Mr. *Morris*,

That all the words in the Motion after "That" be struck out, and the following substituted in lieu thereof:—"the Bill be not now read the third time, but be forthwith referred back to a Committee of the Whole House, with instructions to strike out the third sub-section of section two, and substitute therefor the following:—"3. In all causes and suits relating to debt, covenant and contract to two hundred dollars, where the amount is liquidated, or ascertained by the signature of the defendant, or if the person whom as executor or administrator the defendant represents."

And the Amendment, having been put, was lost on the following Division:—

YEAS :

Messieurs

<i>Bell,</i>	<i>Kerr,</i>	<i>Morris,</i>	<i>Robertson (Hastings),</i>
<i>Boulter,</i>	<i>Lauder,</i>	<i>Nairn,</i>	<i>Scott,</i>
<i>Broder,</i>	<i>Long,</i>	<i>Near,</i>	<i>Tooley,</i>
<i>Calvin,</i>	<i>Meredith,</i>	<i>Parkhill,</i>	<i>White,</i>
<i>Creighton,</i>	<i>Metcalfe,</i>	<i>Paxton,</i>	<i>Widdifield,</i>
<i>French,</i>	<i>Monk,</i>	<i>Richardson,</i>	<i>Wigle—26.</i>
<i>Jelly,</i>	<i>Morgan,</i>		

NAYS :

Messieurs

<i>Appleby,</i>	<i>Field,</i>	<i>Laidlaw,</i>	<i>Peck,</i>
<i>Awrey,</i>	<i>Fraser,</i>	<i>Livingston,</i>	<i>Robinson (Kent),</i>
<i>Ballantyne,</i>	<i>Freeman,</i>	<i>Lyon,</i>	<i>Ross,</i>
<i>Baxter,</i>	<i>Gibson (Huron),</i>	<i>McKim,</i>	<i>Sinclair,</i>
<i>Bishop,</i>	<i>Gibson (Hamilton),</i>	<i>McLaughlin,</i>	<i>Springer,</i>
<i>Blezard,</i>	<i>Graham,</i>	<i>McMahon,</i>	<i>Striker,</i>
<i>Bonfield,</i>	<i>Harcourt,</i>	<i>Miller,</i>	<i>Waters,</i>
<i>Cascaden,</i>	<i>Hardy,</i>	<i>Mowat,</i>	<i>Watterworth,</i>
<i>Chisholm,</i>	<i>Hawley,</i>	<i>Neelon,</i>	<i>Wells,</i>
<i>Crooks,</i>	<i>Hay,</i>	<i>Pardee,</i>	<i>Wood,</i>
<i>Dryden,</i>	<i>Hunter,</i>	<i>Patterson,</i>	<i>Young—44.</i>

Mr. *Meredith* then moved in amendment, seconded by Mr. *Boulter*,

That this House is of opinion that no sufficient reason has been adduced to justify the taking from the Judges of the County Courts the power of appointing and removing

Clerks and Bailiffs of Division Courts, and that the Bill be not now read the third time, but be forthwith referred back to a Committee of the Whole House, with instructions to strike out the thirty-second, thirty-third and thirty-fourth sections, which provide for transferring the power to the Government.

And the Amendment, having been put, was lost on the following Division :—

YEAS :

Messieurs.

<i>Bell,</i>	<i>Jelly,</i>	<i>Monk,</i>	<i>Robertson (Hastings),</i>
<i>Boulter,</i>	<i>Kerr,</i>	<i>Morgan,</i>	<i>Scott,</i>
<i>Broder,</i>	<i>Lauder,</i>	<i>Morris,</i>	<i>Tooley,</i>
<i>Calvin,</i>	<i>Long,</i>	<i>Near,</i>	<i>White,</i>
<i>Creighton,</i>	<i>Meredith,</i>	<i>Parkhill,</i>	<i>Wigle—23.</i>
<i>French,</i>	<i>Metcalfe,</i>	<i>Richardson,</i>	

NAYS :

Messieurs.

<i>Appleby,</i>	<i>Freeman,</i>	<i>McCraney,</i>	<i>Peck,</i>
<i>Aurey,</i>	<i>Gibson (Huron),</i>	<i>McKin,</i>	<i>Robinson (Kent),</i>
<i>Ballantyne,</i>	<i>Gibson (Hamilton),</i>	<i>McLaughlin,</i>	<i>Ross,</i>
<i>Baxter,</i>	<i>Graham,</i>	<i>McMahon,</i>	<i>Sinclair,</i>
<i>Bishop,</i>	<i>Harcourt,</i>	<i>Mack,</i>	<i>Springer,</i>
<i>Blezard,</i>	<i>Hardy,</i>	<i>Miller,</i>	<i>Striker,</i>
<i>Bonfield,</i>	<i>Hawley,</i>	<i>Mowat,</i>	<i>Waters,</i>
<i>Cascaden,</i>	<i>Hay,</i>	<i>Nairn,</i>	<i>Watterworth,</i>
<i>Chisholm,</i>	<i>Hunter,</i>	<i>Neelon,</i>	<i>Wells,</i>
<i>Crooks,</i>	<i>Laidlaw,</i>	<i>Pardee,</i>	<i>Widdifield,</i>
<i>Dryden,</i>	<i>Livingston,</i>	<i>Patterson,</i>	<i>Wood,</i>
<i>Field,</i>	<i>Lyon,</i>	<i>Paxton,</i>	<i>Young—49.</i>
<i>Fraser,</i>			

The Motion, having been then put, was carried, and the Bill was read the third time, and passed.

On motion of Mr. *Badgerow*, seconded by Mr. *Laidlaw*,

Ordered, That there be laid before this House, a Return of any reports during the year 1879 by the License Commissioners, of the License Districts in which the *Drunken Act* was in force, as to the working of the Act.

On motion of Mr. *Gibson (Huron)*, seconded by Mr. *McLaughlin*,

Ordered, That there be laid before this House, a Return shewing the indebtedness of the Town of *Cobourg*, for principal and interest on account of the Municipal Loan Fund Settlement, made in the year 1873.

The House resolved itself into a Committee to consider Bill (No. 103), Respecting Public Officers of *Ontario*; and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *Sinclair* reported, That the Committee had directed him to report the Bill with certain amendments.

Ordered, That the Amendments be taken into consideration To-morrow.

The Order of the Day for resuming the adjourned Debate of yesterday on Resolutions respecting the *Upper Canada College*, having been read,

The Debate was resumed.

Ordered, That the Debate be adjourned till To-morrow.

The House according to Order proceeded to take into further consideration the Resolutions reported from the Committee of Supply on Monday, the sixteenth day of February, instant, the consideration whereof had been postponed.

The Fifth, Seventh and Ninth Resolutions having been again read, were agreed to.

The Eleventh Resolution, respecting Immigration, having been again read, was agreed to, on the following Division :—

YEAS :

Messieurs

<i>Appleby,</i>	<i>Fraser,</i>	<i>Lyon,</i>	<i>Peck,</i>
<i>Awrey,</i>	<i>Freeman,</i>	<i>McCrane,</i>	<i>Robinson (Kent),</i>
<i>Ballantyne,</i>	<i>Gibson (Huron),</i>	<i>McKim,</i>	<i>Ross,</i>
<i>Baxter,</i>	<i>Gibson (Hamilton)</i>	<i>McLaughlin,</i>	<i>Sinclair,</i>
<i>Bishop,</i>	<i>Graham,</i>	<i>McMahon,</i>	<i>Springer,</i>
<i>Blezard,</i>	<i>Harcourt,</i>	<i>Mack,</i>	<i>Striker,</i>
<i>Bonfield,</i>	<i>Hardy,</i>	<i>Miller,</i>	<i>Waters,</i>
<i>Cascaden,</i>	<i>Hawley,</i>	<i>Mowat,</i>	<i>Watterworth,</i>
<i>Chisholm,</i>	<i>Hay,</i>	<i>Nairn,</i>	<i>Wells,</i>
<i>Crooks,</i>	<i>Hunter,</i>	<i>Neelon,</i>	<i>Widdifield,</i>
<i>Dryden,</i>	<i>Laidlaw,</i>	<i>Pardee,</i>	<i>Wood,</i>
<i>Field,</i>	<i>Livingston,</i>	<i>Patterson,</i>	<i>Young—48.</i>

NAYS :

Messieurs

<i>Bell,</i>	<i>Jelly,</i>	<i>Monk,</i>	<i>Robertson (Hastings),</i>
<i>Boulter,</i>	<i>Kerr,</i>	<i>Morgan,</i>	<i>Scott,</i>
<i>Broder,</i>	<i>Lauder,</i>	<i>Morris,</i>	<i>Tooley,</i>
<i>Calvin,</i>	<i>Long,</i>	<i>Near,</i>	<i>White,</i>
<i>Creighton,</i>	<i>Meredith,</i>	<i>Richardson,</i>	<i>Wigle—22.</i>
<i>French,</i>	<i>Metcalfe,</i>		

The Twelfth Resolution, respecting Miscellaneous Expenditure, having been again read,

Mr. Boulter moved,

That the Resolution be not now concurred in, but be forthwith referred back to the Committee of Supply, with instructions to strike out the item of \$1,400 and \$400 respectively, for salary and travelling expenses of the Inspector of Division Courts.

And the Motion, having been put, was lost on the following Division :—

YEAS :

Messieurs

<i>Bell,</i>	<i>Jelly,</i>	<i>Monk,</i>	<i>Robertson (Hastings),</i>
<i>Boulter,</i>	<i>Kerr,</i>	<i>Morgan,</i>	<i>Scott,</i>
<i>Broder,</i>	<i>Lauder,</i>	<i>Morris,</i>	<i>Tooley,</i>
<i>Calvin,</i>	<i>Long,</i>	<i>Near,</i>	<i>White,</i>
<i>Creighton,</i>	<i>Meredith,</i>	<i>Richardson,</i>	<i>Wigle—22.</i>
<i>French,</i>	<i>Metcalfe,</i>		

NAYS :

Messieurs

<i>Appleby,</i>	<i>Fraser,</i>	<i>Lyon,</i>	<i>Peck,</i>
<i>Awrey,</i>	<i>Freeman,</i>	<i>McCraney,</i>	<i>Robinson, (Kent),</i>
<i>Ballantyne,</i>	<i>Gibson (Huron),</i>	<i>McKim,</i>	<i>Ross,</i>
<i>Baxter,</i>	<i>Gibson (Hamilton),</i>	<i>McLaughlin,</i>	<i>Sinclair,</i>
<i>Bishop,</i>	<i>Graham,</i>	<i>McMahon,</i>	<i>Springer,</i>
<i>Blezard,</i>	<i>Harcourt,</i>	<i>Mack,</i>	<i>Striker,</i>
<i>Bonfield,</i>	<i>Hardy,</i>	<i>Miller,</i>	<i>Waters,</i>
<i>Cascaden,</i>	<i>Hawley,</i>	<i>Mowat,</i>	<i>Watterworth,</i>
<i>Chisholm,</i>	<i>Hay,</i>	<i>Nairn,</i>	<i>Wells,</i>
<i>Crooks,</i>	<i>Hunter,</i>	<i>Neelon,</i>	<i>Widdifield,</i>
<i>Dryden,</i>	<i>Laidlaw,</i>	<i>Pardee,</i>	<i>Wood,</i>
<i>Field,</i>	<i>Livingston,</i>	<i>Patterson,</i>	<i>Young—48.</i>

Mr. *Creighton* then moved, seconded by Mr. *Broder*,

That the following words be added to the Resolution:—"While concurring in the appropriation, this House regrets that the Government still permit the dispute with the late printing contractors, Messrs. *Hunter, Rose, & Co.*, to remain unsettled, although their contract expired on 1st September, 1878; the said dispute, which has lasted since 1874, having, as appears by the testimony of the *Queen's Printer, (Appendix No. 3, Journals 1878)*, left his books in such an unsatisfactory state that they are not in a condition to be audited since that time; and that meanwhile Messrs. *Hunter, Rose, & Co.* have been permitted to retain large balances of public moneys in their hands, amounting on 31st January, 1879 to \$14,481.84, (as shewn by *Sessional Paper No. 51, 1879*), which amount they still retain."

And the Motion, having been put, was lost on the following Division:—

YEAS :

Messieurs

<i>Bell,</i>	<i>Jelly,</i>	<i>Monk,</i>	<i>Robertson (Hastings),</i>
<i>Boulter,</i>	<i>Kerr,</i>	<i>Morgan,</i>	<i>Scott,</i>
<i>Broder,</i>	<i>Lauder,</i>	<i>Morris,</i>	<i>Tooley,</i>
<i>Calvin,</i>	<i>Long,</i>	<i>Near,</i>	<i>White,</i>
<i>Creighton,</i>	<i>Meredith,</i>	<i>Richardson,</i>	<i>Wigle—22.</i>
<i>French,</i>	<i>Metcalf,</i>		

NAYS :

Messieurs

<i>Appleby,</i>	<i>Fraser,</i>	<i>Lyon,</i>	<i>Peck,</i>
<i>Awrey,</i>	<i>Freeman,</i>	<i>McCraney,</i>	<i>Robinson (Kent),</i>
<i>Ballantyne,</i>	<i>Gibson (Huron)</i>	<i>McKim,</i>	<i>Ross,</i>
<i>Baxter,</i>	<i>Gibson (Hamilton),</i>	<i>McLaughlin,</i>	<i>Sinclair,</i>
<i>Bishop,</i>	<i>Graham,</i>	<i>McMahon,</i>	<i>Springer,</i>
<i>Blezard,</i>	<i>Harcourt,</i>	<i>Mack,</i>	<i>Striker,</i>
<i>Bonfield,</i>	<i>Hardy,</i>	<i>Miller,</i>	<i>Waters,</i>
<i>Cascaden,</i>	<i>Hawley,</i>	<i>Mowat,</i>	<i>Watterworth,</i>
<i>Chisholm,</i>	<i>Hay,</i>	<i>Nairn,</i>	<i>Wells,</i>
<i>Crooks,</i>	<i>Hunter,</i>	<i>Neelon,</i>	<i>Widdifield,</i>
<i>Dryden,</i>	<i>Laidlaw,</i>	<i>Pardee,</i>	<i>Wood,</i>
<i>Field,</i>	<i>Livingston,</i>	<i>Patterson,</i>	<i>Young—48.</i>

The Twelfth Resolution was then agreed to.

The Thirteenth, Nineteenth, Twentieth, Twenty-fifth, Twenty-eighth, Thirty-second, Fortieth and Forty-third Resolutions, having been again read, were agreed to.

The Forty-fourth Resolution respecting the School of Practical Science, having been again read, was agreed to on the following Division :—

YEAS :

Messieurs

<i>Appleby,</i>	<i>Freeman,</i>	<i>McCrane,</i>	<i>Peck,</i>
<i>Awrey,</i>	<i>Gibson (Huron),</i>	<i>McKim,</i>	<i>Robinson (Kent),</i>
<i>Ballantyne,</i>	<i>Gibson (Hamilton),</i>	<i>McLaughlin,</i>	<i>Ross,</i>
<i>Baxter,</i>	<i>Graham,</i>	<i>McMahon,</i>	<i>Sinclair,</i>
<i>Bishop,</i>	<i>Harcourt,</i>	<i>Mack,</i>	<i>Springer,</i>
<i>Blezard,</i>	<i>Hardy,</i>	<i>Miller,</i>	<i>Striker,</i>
<i>Bonfield,</i>	<i>Hawley,</i>	<i>Mowat,</i>	<i>Waters,</i>
<i>Cascaden,</i>	<i>Hay,</i>	<i>Nairn,</i>	<i>Watterworth.</i>
<i>Chisholm,</i>	<i>Hunter,</i>	<i>Neelon,</i>	<i>Wells,</i>
<i>Crooks,</i>	<i>Laidlaw,</i>	<i>Pardee,</i>	<i>Widdifield,</i>
<i>Dryden,</i>	<i>Livingston,</i>	<i>Patterson,</i>	<i>Wood,</i>
<i>Field,</i>	<i>Lyon,</i>	<i>Paxton,</i>	<i>Young—49.</i>
<i>Fraser,</i>			

NAYS :

Messieurs

<i>Bell,</i>	<i>Jelly,</i>	<i>Monk,</i>	<i>Robertson (Hastings),</i>
<i>Boulter,</i>	<i>Kerr,</i>	<i>Morgan,</i>	<i>Scott,</i>
<i>Broder,</i>	<i>Lauder,</i>	<i>Morris,</i>	<i>Tooley,</i>
<i>Calvin,</i>	<i>Long,</i>	<i>Near,</i>	<i>White,</i>
<i>Creighton,</i>	<i>Meredith,</i>	<i>Parkhill,</i>	<i>Wigle—23.</i>
<i>French,</i>	<i>Metcalfe,</i>	<i>Richardson,</i>	

The Forty-fifth Resolution respecting the expenses of Immigration, having been again read,

Mr. *Meredith* moved, seconded by Mr. *Lauder*,

That the Resolution be not now concurred in, but be forthwith referred back to the Committee of Supply with instructions to reduce the item to the sum of \$30,000.

And the Motion, having been put, was lost on the following Division :—

YEAS :

Messieurs

<i>Bell,</i>	<i>Jelly,</i>	<i>Monk,</i>	<i>Robertson (Hast'gs),</i>
<i>Boulter,</i>	<i>Kerr,</i>	<i>Morgan,</i>	<i>Scott,</i>
<i>Broder,</i>	<i>Lauder,</i>	<i>Morris,</i>	<i>Tooley,</i>
<i>Calvin,</i>	<i>Long,</i>	<i>Near,</i>	<i>White,</i>
<i>Creighton,</i>	<i>Meredith,</i>	<i>Parkhill,</i>	<i>Wigle—23.</i>
<i>French,</i>	<i>Metcalfe,</i>	<i>Richardson,</i>	

NAYS :

Messieurs

<i>Appleby,</i>	<i>Freeman,</i>	<i>McCraney.</i>	<i>Peck,</i>
<i>Awry.</i>	<i>Gibson (Huron),</i>	<i>McKim,</i>	<i>Robinson (Kent),</i>
<i>Ballantyne,</i>	<i>Gibson (Hamilton),</i>	<i>McLaughlin,</i>	<i>Ross,</i>
<i>Baxter,</i>	<i>Graham,</i>	<i>McMahon,</i>	<i>Sinclair,</i>
<i>Bishop,</i>	<i>Harcourt,</i>	<i>Mack,</i>	<i>Springer,</i>
<i>Bleazard,</i>	<i>Hardy,</i>	<i>Miller,</i>	<i>Striker,</i>
<i>Bonfield,</i>	<i>Hawley,</i>	<i>Mowat,</i>	<i>Waters,</i>
<i>Cascaden,</i>	<i>Hay,</i>	<i>Nairn,</i>	<i>Watterworth,</i>
<i>Chisholm,</i>	<i>Hunter,</i>	<i>Neelon,</i>	<i>Wells.</i>
<i>Crooks,</i>	<i>Laidlaw,</i>	<i>Pardee,</i>	<i>Widdifield,</i>
<i>Dryden,</i>	<i>Livingston,</i>	<i>Patterson.</i>	<i>Wood,</i>
<i>Field,</i>	<i>Lyon,</i>	<i>Paxton,</i>	<i>Young—49.</i>
<i>Fraser,</i>			

The Forty-fifth Resolution was then agreed to.

The Forty-seventh Resolution, having been again read, was agreed to.

The Forty-eighth Resolution, respecting the expenses of Miscellaneous Expenditure, having been again read,

Mr. *Wigle* moved, seconded by Mr. *Morgan*,

That the Resolution be not now concurred in, but be forthwith referred back to the Committee of Supply, with instructions to reduce the same, by the sum of five thousand dollars, for expenses of Agricultural Commissions.

And the Motion, having been put, was lost on the following Division :—

YEAS :

Messieurs

<i>Bell,</i>	<i>Jelly,</i>	<i>Metcalfé,</i>	<i>Parkhill,</i>
<i>Boulter,</i>	<i>Kerr,</i>	<i>Monk,</i>	<i>Richardson,</i>
<i>Broder,</i>	<i>Lauder,</i>	<i>Morgan,</i>	<i>Tooley,</i>
<i>Calvin,</i>	<i>Long,</i>	<i>Morris,</i>	<i>White,</i>
<i>Creighton,</i>	<i>Meredith,</i>	<i>Near,</i>	<i>Wigle—21.</i>
<i>French,</i>			

NAYS :

Messieurs

<i>Appleby,</i>	<i>Dryden,</i>	<i>Livingston,</i>	<i>Peck,</i>
<i>Awrey,</i>	<i>Field,</i>	<i>Lyon,</i>	<i>Ross,</i>
<i>Badgerow,</i>	<i>Fraser,</i>	<i>McKim,</i>	<i>Sinclair,</i>
<i>Ballantyne,</i>	<i>Freeman,</i>	<i>McMahon,</i>	<i>Springer,</i>
<i>Baxter,</i>	<i>Gibson (Huron),</i>	<i>Mack,</i>	<i>Striker,</i>
<i>Bishop,</i>	<i>Graham,</i>	<i>Miller,</i>	<i>Waters,</i>
<i>Bleazard,</i>	<i>Hardy,</i>	<i>Mowat,</i>	<i>Waterworth,</i>
<i>Bonfield,</i>	<i>Hawley,</i>	<i>Nairn,</i>	<i>Wells,</i>
<i>Cascaden,</i>	<i>Hay,</i>	<i>Neelon,</i>	<i>Wood,</i>
<i>Chisholm,</i>	<i>Laidlaw,</i>	<i>Pardee,</i>	<i>Young—40.</i>

The Forty-eighth Resolution was then agreed to.

The Fifty-fourth and Fifty-ninth Resolutions, having been read a second time, were agreed to.

The Sixty-second Resolution, respecting Works at the School of Practical Science, having been again read, was agreed to on the following Division :—

YEAS :

Messieurs

<i>Appleby,</i>	<i>Dryden,</i>	<i>Livingston,</i>	<i>Peck,</i>
<i>Awrey,</i>	<i>Field,</i>	<i>Lyon,</i>	<i>Ross,</i>
<i>Badgerow,</i>	<i>Fraser,</i>	<i>McKim,</i>	<i>Sinclair,</i>
<i>Ballantyne,</i>	<i>Freeman,</i>	<i>McMahon,</i>	<i>Springer,</i>
<i>Baxter,</i>	<i>Gibson (Huron),</i>	<i>Mack,</i>	<i>Striker,</i>
<i>Bishop,</i>	<i>Graham,</i>	<i>Miller,</i>	<i>Waters,</i>
<i>Blezard,</i>	<i>Hardy,</i>	<i>Mowat,</i>	<i>Watterworth,</i>
<i>Bonfield,</i>	<i>Hawley,</i>	<i>Nairn,</i>	<i>Wells,</i>
<i>Cascaden,</i>	<i>Hay,</i>	<i>Neelon,</i>	<i>Wood,</i>
<i>Chisholm,</i>	<i>Laidlaw,</i>	<i>Pardee,</i>	<i>Young—40.</i>

NAYS :

Messieurs

<i>Bell,</i>	<i>Jelly,</i>	<i>Metcalfe,</i>	<i>Parkhill,</i>
<i>Boulter,</i>	<i>Kerr,</i>	<i>Monk,</i>	<i>Richardson,</i>
<i>Broder,</i>	<i>Lauder,</i>	<i>Morgan,</i>	<i>Tooley,</i>
<i>Calvin,</i>	<i>Long,</i>	<i>Morris,</i>	<i>White,</i>
<i>Creighton,</i>	<i>Meredith,</i>	<i>Near,</i>	<i>Wigle—21.</i>
<i>French,</i>			

The Sixty-fifth and Sixty-eighth Resolutions, having been again read, were agreed to.

The Seventieth Resolution, respecting the expenses of New Territory Survey, having been again read,

Mr. *Morris* moved, seconded by Mr. *Meredith*,

That the Resolution be not now concurred in.

And the Motion, having been put, was lost on the following Division :—

YEAS :

Messieurs

<i>Appleby,</i>	<i>Field,</i>	<i>McCraney,</i>	<i>Robinson (Cardw'l)</i>
<i>Awrey,</i>	<i>Fraser,</i>	<i>McKim,</i>	<i>Ross,</i>
<i>Badgerow,</i>	<i>Freeman,</i>	<i>McMahon,</i>	<i>Sinclair,</i>
<i>Ballantyne,</i>	<i>Gibson (Huron),</i>	<i>Mack,</i>	<i>Springer,</i>
<i>Baxter,</i>	<i>Graham,</i>	<i>Miller,</i>	<i>Striker,</i>
<i>Bishop,</i>	<i>Harcourt,</i>	<i>Mowat,</i>	<i>Waters,</i>
<i>Blezard,</i>	<i>Hardy,</i>	<i>Nairn,</i>	<i>Watterworth,</i>
<i>Bonfield,</i>	<i>Hawley,</i>	<i>Near,</i>	<i>Wells,</i>
<i>Cascaden,</i>	<i>Hay,</i>	<i>Neelon,</i>	<i>Widdifield,</i>
<i>Chisholm,</i>	<i>Laidlaw,</i>	<i>Pardee,</i>	<i>Wood,</i>
<i>Crooks,</i>	<i>Livingston,</i>	<i>Paxton,</i>	<i>Young—47.</i>
<i>Dryden,</i>	<i>Lyon,</i>	<i>Peck,</i>	

NAYS :

Messieurs

<i>Bell,</i>	<i>Jelly,</i>	<i>Metcalfe,</i>	<i>Richardson,</i>
<i>Boulter,</i>	<i>Kerr,</i>	<i>Monk,</i>	<i>Robertson (Hast'gs),</i>
<i>Broder,</i>	<i>Lauder</i>	<i>Morgan,</i>	<i>Tooley,</i>
<i>Calvin,</i>	<i>Long,</i>	<i>Morris,</i>	<i>White,</i>
<i>Creighton,</i>	<i>Meredith,</i>	<i>Parkhill,</i>	<i>Wigle—21.</i>
<i>French,</i>			

The Seventieth Resolution was then agreed to.

The Seventy-second and Seventy-third Resolutions, having been again read, were agreed to.

The Seventy-fifth Resolution, respecting Unforseen and Unprovided Expenses, having been again read, was agreed to, on a Division.

The Seventy-sixth Resolution, respecting Sundry Unforseen Expenditures in 1879, having been again read, was agreed to on a Division :—

The Seventy-ninth Resolution, having been again read, was agreed to.

The Order of the Day, That the House do again resolve itself into the Committee of Supply, having been read,

Mr. *Wood* moved,

That Mr. Speaker do now leave the Chair.

Mr. *Meredith* moved in amendment, seconded by Mr. *Lauder*,

That all the words in the motion after "That" be struck out, and the following substituted therefor :—"while this House is ready to vote the sum of \$10,000 for the purposes recommended in the Supplementary Estimates of 1st March, 1880; and, while it recognizes the propriety of exercising great caution in the granting of further public aid to Railways, it does not approve of the Railway Policy of the Government, as announced by the Commissioner of Crown Lands, and is of the opinion that the adoption of that policy is calculated to do great injury to deserving enterprises, and important sections of the County."

And the Amendment, having been put, was lost on the following Division :—

YEAS :

Messieurs

<i>Bell,</i>	<i>Hay,</i>	<i>Metcalfe,</i>	<i>Richardson,</i>
<i>Boulter,</i>	<i>Jelly,</i>	<i>Monk,</i>	<i>Robertson (Hast'gs)</i>
<i>Broder,</i>	<i>Kerr,</i>	<i>Morgan,</i>	<i>Sinclair,</i>
<i>Calvin,</i>	<i>Lauder,</i>	<i>Morris.</i>	<i>Tooley,</i>
<i>Creighton,</i>	<i>Long,</i>	<i>Near,</i>	<i>White,</i>
<i>French,</i>	<i>Meredith,</i>	<i>Parkhill,</i>	<i>Wigle—24.</i>

NAYS :

Messieurs

<i>Appleby,</i>	<i>Dryden,</i>	<i>Livingston,</i>	<i>Paxton,</i>
<i>Awrey,</i>	<i>Field,</i>	<i>Lyon,</i>	<i>Peck,</i>
<i>Badgerow,</i>	<i>Fraser,</i>	<i>McCraney,</i>	<i>Robinson (Cardw'l)</i>
<i>Ballantyne,</i>	<i>Freeman,</i>	<i>McKim,</i>	<i>Ross,</i>
<i>Baxter,</i>	<i>Gibson (Huron),</i>	<i>McMahon,</i>	<i>Springer,</i>
<i>Bishop,</i>	<i>Gibson (Hamilton)</i>	<i>Mack,</i>	<i>Striker,</i>
<i>Blezard,</i>	<i>Graham,</i>	<i>Miller,</i>	<i>Waters,</i>
<i>Bonfield,</i>	<i>Harcourt,</i>	<i>Mowat,</i>	<i>Watterworth,</i>
<i>Cascaden,</i>	<i>Harkin,</i>	<i>Nairn,</i>	<i>Widdifield,</i>
<i>Chisholm,</i>	<i>Hawley,</i>	<i>Neelon,</i>	<i>Wood,</i>
<i>Crooks,</i>	<i>Laidlaw,</i>	<i>Pardee,</i>	<i>Young—44.</i>

The Motion, having been then put, was carried, and the House resolved itself into the Committee.

(*In the Committee.*)

Resolved, That there be granted to Her Majesty, for the service of the year 1880, the following sum :—

86. To defray the expenses of maintaining the rights of the Province to the territory recently acquired, and Constitutional rights in other matters.... \$10,000 00

Mr. Speaker resumed the Chair ; and Mr. *Sinclair* reported, That the Committee had come to a Resolution.

Ordered, That the Report be received forthwith.

Mr. *Sinclair*, from the Committee of Supply, reported the following Resolution :—

86. *Resolved*, That a sum not exceeding ten thousand dollars be granted to Her Majesty to defray the expenses of maintaining the rights of the Province to the territory recently acquired, and Constitution rights in other matters for the year ending 31st December, 1880.

The Resolution, having been read the second time, was agreed to.

The Attorney-General moved, seconded by Mr. *Crooks*,

That by an agreement made between the Government of *Canada* and the Government of *Ontario*, it was decided that, subject to the approval of the Parliament of *Canada* and the Legislature of *Ontario*, the questions which had arisen concerning the northerly and westerly Boundaries of the Province of *Ontario* should be determined by arbitration ; and that by Orders in Council, passed by the respective Governments, it was declared, that the determination of the arbitrators appointed to make such award should be “final and conclusive.”

That in accordance with the agreement entered into by the respective Governments, the Right Honourable Sir *Edward Thornton*, Her Majesty's Minister at *Washington*, the late Hon. *R. A. Harrison*, Chief Justice of *Ontario*, and the Honourable Sir *Francis Hincks*, were agreed upon by Orders in Council of the respective Government, as arbitrators to determine the northerly and westerly boundaries of the Province of *Ontario*.

That on the 3rd day of August, 1878, the said arbitrators delivered their award wherein they declared and determined what are the northerly and westerly boundaries of the Province of *Ontario*.

That in a despatch dated 31st December, 1878, from His Honour the Lieutenant-Governor of *Ontario*, to the Secretary of State for *Canada*, His Honour intimated to the Government of *Canada*, that during the approaching session of the Legislature a measure would be introduced “to give effect by way of declaratory enactment or otherwise, to the award made by the arbitrators to determine the northerly and westerly boundaries of the Province of *Ontario* ;” and that His Honour, in the same despatch, also stated he would be glad to learn that such legislation as might be necessary to give effect to the award would be had at *Ottawa* in the next session of the Parliament of *Canada*.

That in a despatch dated 8th January, 1879, the Government of *Canada* acknowledged the receipt of the despatch last mentioned, and stated that the same would not fail to receive all due consideration, and that no intimation was given, in reply to His Honour's communication, that the Government of *Canada* would refuse to be bound by the award of the Arbitrators, or to submit to the Parliament of *Canada* a measure giving effect thereto.

That by an Act of the last session, the Legislature of *Ontario* did consent that the

boundaries of the Province, as determined by the said award, should be declared to be the northerly and westerly boundaries of the Province of *Ontario*, and by a further Act made provision for the administration of justice in the northerly and westerly parts of *Ontario*.

That on the 16th January, 1869, the Government of the Dominion of *Canada*, through its members and representatives, contended before Her Majesty's Imperial Government, that the western boundary "extended to and included the country between the *Lake of the Woods* and *Red River*," and that the northern boundary included "the whole region of *Hudson's Bay*."

That the boundaries then claimed by the Government of the Dominion, on behalf of *Canada*, as against the pretensions of the *Hudson's Bay* Company, would, on the same grounds, be the boundaries of the Province of *Ontario*, and would give to *Ontario* a territory vastly in excess of that embraced in the award of the arbitrators.

That by an Order in Council, approved on the 28th November, 1871, the constitutional advisers of His Excellency the Governor-General of *Canada*, obtained the sanction of the Crown to the statement that "it was of much consequence that the ascertaining and fixing on the ground of the boundary line in question, should be, as far as possible, expedited;" that, by another Order in Council, approved on the 9th April, 1872, His Excellency's advisers obtained the assent of the Crown to the opinion that both Governments would "feel it their duty to settle without delay, upon some proper mode of determining in an authoritative manner, the true position of such boundary;" that by another Order in Council, approved on the 7th November, 1872, His Excellency's advisers obtained the further sanction of the Crown to the statement that "the importance of obtaining an authoritative decision as to the limits to the north and to the west of the Province of *Ontario* had already been affirmed by a Minute in Council, and "that the establishment of Criminal and Civil Jurisdiction and the necessity of meeting the demands of settlers and miners for the acquisition of titles to lands, combined to render such a decision indispensable.

That although so long since as the 12th November, 1874, and as the result of protracted negotiations, the Government of *Canada*, by Order in Council, consented to concur in the proposition of the Government of *Ontario* to determine the northern and western boundaries of *Ontario* by means of a reference; and although information was from time to time given to Parliament by the Government of *Canada* of the progress of the arrangements for such reference, no action was taken, nor was any effort made by or in the Parliament of *Canada*, previous to the award being given, to arrest or prevent the reference agreed upon by the respective Governments of *Canada* and *Ontario*; that in May, 1878, the Parliament of *Canada* granted \$15,000 to defray the expenses of the *Ontario* Boundary Commission.

That this House regrets that, notwithstanding the joint and concurrent action of the respective Governments in the premises, and the unanimous award of the arbitrators, the Government of *Canada* has hitherto failed to recognize the validity of the said award, and that no legislation has been submitted to Parliament by the Government of *Canada* for the purpose of confirming the said award.

That, nevertheless it is, in the opinion of this House, the duty of the Government of *Ontario* to take such steps as may be necessary to provide for the due administration of justice in the northerly and westerly parts of *Ontario*, and that this House believes it to be of the highest importance to the interests of this Province, and to the securing of the peace, order and good government of the said northerly and westerly parts of *Ontario*, that the rights of this Province as determined and declared by the award of the arbitrators appointed by the concurrent agreement and action of the Governments of *Canada* and *Ontario* should be firmly maintained.

That this House will at all times give its cordial support to the assertion by the Government of *Ontario*, of the just claims and rights of this Province, and to all necessary or proper measures to vindicate such just claims and rights, and to sustain the award of the arbitrators by which the northerly and westerly boundaries of this Province have been determined.

And the Motion, having been put, was carried on the following Division :—

YEAS :

Messieurs

<i>Appleby,</i>	<i>Field,</i>	<i>Lyon,</i>	<i>Parkhill,</i>
<i>Awrey,</i>	<i>Fraser,</i>	<i>McCraney,</i>	<i>Paxton,</i>
<i>Badgerow,</i>	<i>Freeman,</i>	<i>McKim,</i>	<i>Richardson,</i>
<i>Ballantyne,</i>	<i>French,</i>	<i>McLaughlin,</i>	<i>Robinson (Cardw'l),</i>
<i>Baxter,</i>	<i>Gibson (Huron),</i>	<i>McMahon,</i>	<i>Ross,</i>
<i>Bell,</i>	<i>Gibson (Hamilton),</i>	<i>Mack,</i>	<i>Sinclair,</i>
<i>Bishop,</i>	<i>Graham,</i>	<i>Meredith,</i>	<i>Springer,</i>
<i>Blezard,</i>	<i>Hardy,</i>	<i>Metcalfe,</i>	<i>Striker,</i>
<i>Boulter,</i>	<i>Hawley,</i>	<i>Monk,</i>	<i>Tooley,</i>
<i>Broder,</i>	<i>Hay,</i>	<i>Morgan,</i>	<i>Waters,</i>
<i>Calvin,</i>	<i>Jelly,</i>	<i>Morris,</i>	<i>Watterworth,</i>
<i>Cascaden,</i>	<i>Kerr,</i>	<i>Mowat,</i>	<i>White.</i>
<i>Chisholm,</i>	<i>Laidlaw,</i>	<i>Nairn,</i>	<i>Widdifield,</i>
<i>Creighton,</i>	<i>Lauder,</i>	<i>Near,</i>	<i>Wigle,</i>
<i>Crooks,</i>	<i>Livingston,</i>	<i>Neelon,</i>	<i>Wood</i>
<i>Dryden,</i>	<i>Long,</i>	<i>Pardee.</i>	<i>Young—64.</i>

NAY :

Messieur

Miller—1.

And it was,

Resolved,—That by an agreement made between the Government of *Canada* and the Government of *Ontario*, it was decided that, subject to the approval of the Parliament of *Canada* and the Legislature of *Ontario*, the questions which had arisen concerning the northerly and westerly boundaries of the Province of *Ontario* should be determined by arbitration; and that by Orders in Council, passed by the respective Governments, it was declared, that the determination of the arbitrators appointed to make such award should be “final and conclusive.”

That in accordance with the agreement entered into by the respective Governments, the Right Honourable Sir *Edward Thoratou*, Her Majesty's Minister at *Washington*, the late Hon. *R. A. Harrison*, Chief Justice of *Ontario*, and the Honourable Sir *Francis Hincks*, were agreed upon by Orders in Council of the respective Governments, as arbitrators to determine the northerly and westerly boundaries of the Province of *Ontario*.

That on the 3rd day of August, 1878, the said arbitrators delivered their award wherein they declared and determined what are the northerly and westerly boundaries of the Province of *Ontario*.

That in a despatch dated 31st December, 1878, from His Honour the Lieutenant-Governor of *Ontario*, to the Secretary of State for *Canada*, His Honour intimated to the Government of *Canada*, that during the approaching session of the Legislature a measure would be introduced “to give effect by way of declaratory enactment or otherwise, to the award made by the arbitrators to determine the northerly and westerly boundaries of the Province of *Ontario*,” and that His Honour, in the same despatch, also stated he would be glad to learn that such legislation as might be necessary to give effect to the award would be had at *Ottawa* in the next session of the Parliament of *Canada*.

That in a despatch dated 8th January, 1879, the Government of *Canada* acknowledged the receipt of the despatch last mentioned, and stated that the same would not fail to receive all due consideration, and that no intimation was given, in reply to

His Honour's communication, that the Government of *Canada* would refuse to be bound by the award of the Arbitrators, or to submit to the Parliament of *Canada* a measure giving effect thereto.

That by an Act of the last session, the Legislature of *Ontario* did consent that the boundaries of the Province, as determined by the said award, should be declared to be the northerly and westerly boundaries of the Province of *Ontario*, and by a further Act made provision for the administration of justice in the northerly and westerly parts of *Ontario*.

That on the 16th January, 1869, the Government of the Dominion of Canada, through its members and representatives, contended before Her Majesty's Imperial Government, that the western boundary "extended to and included the country between the Lake of the Woods and Red River," and that the northern boundary included "the whole region of Hudson's Bay."

That the boundaries then claimed by the Government of the Dominion, on behalf of Canada, as against the pretensions of the Hudson's Bay Company, would, on the same grounds, be the boundaries of the Province of Ontario, and would give to Ontario a territory vastly in excess of that embraced in the award of the arbitrators.

That by an Order in Council, approved on the 28th November, 1871, the constitutional advisers of His Excellency the Governor-General of Canada, obtained the sanction of the Crown to the statement that "it was of much consequence that the ascertaining and fixing on the ground of the boundary line in question, should be, as far as possible, expedited;" that, by another Order in Council, approved on the 9th April, 1872, His Excellency's advisers obtained the assent of the Crown to the opinion that both Governments would "feel it their duty to settle without delay, upon some proper mode of determining in an authoritative manner, the true position of such boundary;" that by another Order in Council, approved on the 7th November, 1872, His Excellency's advisers obtained the further sanction of the Crown to the statement that "the importance of obtaining an authoritative decision as to the limits to the north and to the west of the Province of Ontario had already been affirmed by a Minute in Council, and "that the establishment of Criminal and Civil Jurisdiction and the necessity of meeting the demands of settlers and miners for the acquisition of titles to lands, combined to render such a decision indispensable.

That although so long since as the 12th November, 1874, and as the result of protracted negotiations, the Government of *Canada*, by order in Council, consented to concur in the proposition of the Government of *Ontario* to determine the northern and western boundaries of *Ontario* by means of a reference; and although information was from time to time given to Parliament by the Government of *Canada* of the progress of the arrangements for such reference, no action was taken, nor was any effort made by or in the Parliament of *Canada*, previous to the award being given, to arrest or prevent the reference agreed upon by the respective Governments of *Canada* and *Ontario*; that in May, 1878, the Parliament of *Canada* granted \$15,000 to defray the expenses of the *Ontario* Boundary Commission.

That this House regrets that, notwithstanding the joint and concurrent action of the respective Governments in the premises, and the unanimous award of the arbitrators, the Government of *Canada* has hitherto failed to recognize the validity of the said award, and that no legislation has been submitted to Parliament by the Government of *Canada* for the purpose of confirming the said award.

That, nevertheless it is, in the opinion of this House, the duty of the Government of *Ontario* to take such steps as may be necessary to provide for the due administration of justice in the northerly and westerly parts of *Ontario*, and that this House believes it to be of the highest importance to the interests of this Province, and to the securing of the peace, order and good government of the said northerly and westerly parts of *Ontario*, that the rights of this Province as determined and declared by the award of the arbitrators appointed by the concurrent agreement and action of the Governments of *Canada* and *Ontario* should be firmly maintained.

That this House will at all times give its cordial support to the assertion by the Government of *Ontario*, of the just claims and rights of this Province, and to all ne-

cessary or proper measures to vindicate such just claims and rights, and to sustain the award of the arbitrators by which the northerly and westerly boundaries of this Province have been determined.

On Motion of the Attorney-General, seconded by Mr. *Pardee*,

Ordered, That To-morrow there shall be two distinct Sitzings of this House, the first to commence at 11 a.m., and to be for Government business only, and to last until 1 p.m.; the second Sitting to commence at 3 p.m.

The House then adjourned at 12 midnight.

Thursday, 4th March, 1880.

11 O'CLOCK A.M.

PRAYERS.

The Order of the Day for the third reading of Bill (No. 66), To make further provisions respecting Supplementary Drainage By-laws, having been read,

Ordered, That the Order be discharged, and that the Bill be withdrawn.

The Order of the Day for the third reading of Bill (No. 102), To abolish priority of and among Execution Creditors, having been read,

Ordered, That the Order be discharged, and that the Bill be forthwith referred back to a Committee of the Whole House, with instructions to amend the same.

The House accordingly resolved itself into the Committee; and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *Sinclair* reported, That the Committee had amended the Bill as directed.

The Attorney-General moved, That the Bill be now read the third time.

Mr. *Meredith* moved in amendment, seconded by Mr. *Morris*,

That all the words in the Motion after "That" be struck out, and the following inserted in lieu thereof:—"the Bill be not now read a third time, but be forthwith referred back to a Committee of the Whole House, with instructions to amend the same so as to provide that where an Execution Debtor makes an Assignment of his Estate and Effects, for the payment of his Creditors ratably, and without preference or priority to some Creditor or person, approved of by the Judge of the County Court of the County, in the hands of the Sheriff of which the execution is, all executions and certificates in the hands of any Sheriff affecting the goods and lands of the Execution Debtor shall be superseded, and the Sheriff deliver to the Assignee, the property of the Execution Debtor in his hands, on payment of his lawful fees and the Execution Creditor's costs of the suit."

And, a Debate having arisen, the Amendment was, by leave of the House, withdrawn.

Mr. *Meredith* then moved in amendment, seconded by Mr. *Lauder*,

That all the words in the Motion after "That" be struck out and the following inserted in lieu thereof, "the Bill be not now read a third time, but be forthwith referred back to a Committee of the Whole House, with instructions to amend the same, by providing that debts, whether legal or equitable, due to an Execution Debtor, by a resident of the County in which the Writ of Execution has force, shall, after notice in writing, given by such Sheriff to such Debtor, be bound by such execution, and that the Sheriff may sue for the recovery of such debts in like manner as a Sheriff may sue for the recovery of debts due to an absconding Debtor."

And the Amendment, having been put, was lost on a Division.

The Motion, having been then put, was carried, and the Bill was read the third time, and passed.

The House again resolved itself into a Committee to consider Bill (No. 119), Respecting Municipal Taxation and Exemption; and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *Sinclair* reported, That the Committee had made some progress, and directed him to ask leave to sit again.

Resolved, That the Committee have leave to sit again at the second Sitzings of the House To-day.

The House then adjourned at 1 p.m.

3 O'CLOCK P.M.

The following Petitions were read and received:—

Of *Alexander Dixon* and others, of *Guelph*, saying that the sale of intoxicating liquors may be prohibited on certain holidays.

Of the Town Council of *Bowmanville*, praying that the salaries of Police Magistrates may be fixed at \$400 in Towns of less than five thousand inhabitants.

The House again resolved itself into a Committee to consider Bill (No 119), Respecting Municipal Taxation and Exemptions; and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *Sinclair* reported, That the Committee had directed him to report the Bill with certain amendments.

Ordered, That the Amendments be taken into consideration forthwith.

The Amendments, having been read the second time, were agreed to.

The Attorney-General then moved, That the Bill be now read the third time.

Mr. *Meredith* moved in amendment, seconded by Mr. *Creighton*,

That all the words in the Motion after "that" be struck out and the following inserted in lieu thereof:—"the Bill be not now read the third time, but be forthwith referred back to a Committee of the Whole House, with instructions to amend the same, so as to strike out the provisions therein contained, for exempting the personal property of companies investing the whole or principal part of their means in gas works, water works, plank or gravel roads, harbours or other works requiring the investment of the whole or principal part of their means in real estate, and also for making the income derived by stockholders in such companies liable to taxation."

And the Amendment, having been put, was lost on a Division.

Mr. *Meredith* then moved in amendment, seconded by Mr. *Lauder*,

That the fourth section, which provides for the doing away with the exemption of \$400 of the income of persons whose incomes exceed \$1,000, be struck out.

And the Amendment, having been put, was lost on the following Division:—

YEAS :

Messieurs

<i>Creighton,</i>	<i>Lauder,</i>	<i>Monk,</i>	<i>Sinclair,</i>
<i>French,</i>	<i>Long,</i>	<i>Morgan,</i>	<i>White,</i>
<i>Jelly,</i>	<i>Meredith,</i>	<i>Near,</i>	<i>Young—15.</i>
<i>Kerr,</i>	<i>Metcalfe,</i>	<i>Parkhill,</i>	

NAYS :

Messieurs

<i>Awrey,</i>	<i>Blezard,</i>	<i>Cascaden,</i>	<i>Field,</i>
<i>Badgerow,</i>	<i>Broder,</i>	<i>Chisholm,</i>	<i>Freeman,</i>
<i>Bell,</i>	<i>Calvin,</i>	<i>Crooks,</i>	<i>Gibson (Huron),</i>

<i>Graham,</i>	<i>Lyon,</i>	<i>Patterson,</i>	<i>Striker,</i>
<i>Harcourt,</i>	<i>McCraney,</i>	<i>Paxton,</i>	<i>Waters,</i>
<i>Hardy,</i>	<i>McKim,</i>	<i>Peck,</i>	<i>Watterworth,</i>
<i>Hawley,</i>	<i>Mowat,</i>	<i>Robinson (Cardwell),</i>	<i>Wells,</i>
<i>Hay,</i>	<i>Nairn,</i>	<i>Robinson (Kent),</i>	<i>Widdifield,</i>
<i>Laidlaw,</i>	<i>Neelon,</i>	<i>Springer,</i>	<i>Wood—38.</i>
<i>Livingston,</i>	<i>Pardee,</i>		

Mr. Wood then moved, seconded by Mr. Pardee,

That all the words in the Motion after "That" be struck out, and the following inserted in lieu thereof:—"the Bill be not now read the third time, but be forthwith referred back to a Committee of the Whole House, with instructions to strike out section '7 A,' which strikes out the words 'on account of such property,' in the second and third lines of sub-section 20 of section 6 of the Assessment Act."

And the Amendment, having been put, was carried on the following Division:—

YEAS :

Messieurs

<i>Appleby,</i>	<i>Gibson (Huron),</i>	<i>McCraney,</i>	<i>Sinclair,</i>
<i>Awrey,</i>	<i>Graham,</i>	<i>Mowat,</i>	<i>Springer,</i>
<i>Badgerow,</i>	<i>Harcourt,</i>	<i>Pardee,</i>	<i>Waters,</i>
<i>Ballantyne,</i>	<i>Hardy,</i>	<i>Patterson,</i>	<i>Watterworth,</i>
<i>Bleazard,</i>	<i>Hawley,</i>	<i>Paxton,</i>	<i>Wells,</i>
<i>Cascaden,</i>	<i>Laidlaw,</i>	<i>Peck,</i>	<i>Widdifield,</i>
<i>Chisholm,</i>	<i>Livingston,</i>	<i>Robinson (Cardwell),</i>	<i>Wood,</i>
<i>Crooks,</i>	<i>Lyon,</i>	<i>Robinson (Kent),</i>	<i>Young—33.</i>
<i>Field,</i>			

NAYS :

Messieurs

<i>Bell,</i>	<i>Jelly,</i>	<i>Metcalfe,</i>	<i>Near,</i>
<i>Broder,</i>	<i>Kerr,</i>	<i>Miller,</i>	<i>Neelon,</i>
<i>Calvin,</i>	<i>Lauder,</i>	<i>Monk,</i>	<i>Parkhill,</i>
<i>Creighton,</i>	<i>Long,</i>	<i>Morgan,</i>	<i>White,</i>
<i>French,</i>	<i>Meredith,</i>	<i>Morris,</i>	<i>Wigle—21.</i>
<i>Hay,</i>			

The Motion, as amended, having been then put, was carried, and the House accordingly resolved itself into the Committee; and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. Sinclair reported, That the Committee had amended the Bill as directed.

The Attorney-General moved, That the Bill be now read the third time.

Mr. Paxton moved in amendment, seconded by Mr. Widdifield,

That all the words in the Motion after "That" be struck out, and the following inserted in lieu thereof:—"the Bill be not now read the third time, but be forthwith referred back to the Committee of the Whole House, with instructions to strike out the words 'towns and villages,' in the seventh section thereof."

And the Amendment, having been put, was lost, on a Division.

The Motion, having been then put, was carried, and the Bill was read the third time, and passed.

The House, according to Order, again resolved itself into the Committee of Ways and Means.

(*In the Committee.*)

Resolved, That there be granted out of the Consolidated Revenue Fund of the Province, a sum not exceeding Two millions three hundred and seventy-three thousand and three dollars and eighty-three cents, to meet the supply to that amount granted to Her Majesty.

Mr. Speaker resumed the Chair ; and Mr. *Sinclair* reported, That the Committee had come to a Resolution.

Ordered, That the Report be received forthwith.

Mr. *Sinclair*, from the Committee of Ways and Means, reported the following Resolution :—

Resolved, That there be granted out of the Consolidated Revenue Fund of the Province, a sum not exceeding Two millions three hundred and seventy-three thousand and three dollars and eighty-three cents, to meet the Supply to that amount granted to Her Majesty.

The Resolution, having been read the second time, was agreed to.

The following Bill was then introduced, and read the first time :—

Bill (No. 138), intituled “An Act for granting to Her Majesty certain sums of money to defray the expenses of Civil Government for the year one thousand eight hundred and eighty, and for other purposes therein mentioned.”—Mr. *Wood*.

Ordered, That the Bill be now read the second time.

The Bill was then read the second time.

Ordered, That the Bill be now read the third time.

The Bill was then read the third time, and passed.

The House resolved itself into a Committee to consider Bill (No. 135), Respecting the Administration of Justice in the Districts of *Algoma*, *Thunder Bay* and *Nipissing*; and, after some time spent therein, Mr. Speaker resumed the Chair ; and Mr. *Sinclair* reported, That the Committee had directed him to report the Bill with certain amendments.

Ordered, That the Amendments be taken into consideration forthwith.

The Amendments, having been read the second time, were agreed to.

Ordered, That the Bill be read the third time forthwith.

The Bill was then read the third time, and passed.

The Order of the Day for the consideration of Amendments made in Committee on Bill (No. 103), Respecting Public Officers of *Ontario*, having been read, the Amendments were agreed to.

Ordered, That the Bill be read the third time.

The Bill was then read the third time, and passed.

Mr. *Hardy* presented to the House, by command of the Lieutenant-Governor :—

Statement of the Returns of all fees and emoluments received by the Registrars of *Ontario* for the year 1879, made in accordance with the provisions, of section 97 of cap. 3, R. S. O. (*Sessional Paper No. 14.*)

Also :—Statement of amount of fees received and disbursements made by Sheriffs of the Province of *Ontario* for the half year ending 31st December, 1879, in accordance with the provisions of cap. 3, section 2, of 42 *Vic.*, *Ontario*. (*Sessional Paper No. 72.*)

Also :—In obedience to an Order of the House of the 27th day of February, 1880, a Return of the various tariffs of freight charged by the *Hamilton* and *North-Western* Railway Company since its opening, with the dates at which such tariffs took effect (*Sessional Paper No. 73.*)

Also :—In obedience to an order of the House of the 3rd day of March, 1880, a Return of any reports during the year 1879, by the License Commissioners of the License

Districts in which the *Dunkin* Act was in force, as to the working of the Act. (*Sessional Paper No. 71*).

On Motion of the Attorney-General, seconded by Mr. *Pardee*,

Ordered, That when this House adjourns, it do stand adjourned until two of the clock To-morrow.

The House then adjourned at 4.50 p.m.

Friday, 5th March. 1880.

2 O'CLOCK P.M.

PRAYERS.

The following Petition was brought up, and laid upon the Table :—

By Mr. *Meredith*—The Petition of the *Canadian* Colonization Aid Society.

The following Bill was introduced and read the first time :—

Bill (No. 139), intituled “An Act respecting Municipal Assessments and Exemptions.”—The Attorney-General.

Ordered, That the Bill be read the second time forthwith.

The Bill was then read the second time.

Ordered, That the Bill be forthwith referred to a Committee of the Whole House.

The House accordingly resolved itself into the Committee ; and, after some time spent therein, Mr. Speaker resumed the Chair ; and Mr. *Morris* reported, That the Committee had directed him to report the Bill without any amendment.

Ordered, That the Bill be read the third time forthwith.

The Bill was then read the third time, and passed.

Mr. *Sinclair*, from the Standing Committee on Printing presented their Fourth Report, which was read as follows :—

The Committee recommend that the following documents be printed :—

Returns of Registrars' Fees. (*Sessional Paper No. 14.*)

Statement of Sheriffs' Fees. (*Sessional Paper No. 72.*)

The Committee recommend that the following documents be not printed :—

Return respecting the *Dunkin* Act. (*Sessional Papers No. 71.*)

Freight charged by the *Hamilton* and *North-Western* Railway. (*Sessional Paper No. 73.*)

Resolved, That this House doth concur in the Fourth Report of the Committee on Printing.

3 O'CLOCK P.M.

His Honour, the Honourable *Donald Alexander Macdonald*, the Lieutenant-Governor, took his seat on the Throne.

The Clerk Assistant then read the Titles of the Bills that had passed, severally as follow :—

An Act to provide for the amalgamation of the City Gas Company, and the City Steam Heating Company of *London, Ontario*, and to extend the powers of the amalgamated companies.

- An Act to incorporate the *Bayfield* and *South Huron* Railway Company.
- An Act to provide for the division of the Township of *Luther*.
- An Act to limit the borrowing powers of the *English Loan Company*, and to amend the charter thereof.
- An Act respecting the *Midland Railway of Canada*.
- An Act respecting waterworks for the Town of *Wingham*.
- An Act to incorporate the *Southern Fire Insurance Company*.
- An Act to amend the several Acts relating to the *Toronto, Grey and Bruce* Railway.
- An Act to authorize the trustees of the *Presbyterian Congregation of Lobo*, known as *Melville Church*, to sell certain lands.
- An Act to incorporate the *Port Rowan and Lake Shore* Railway Company.
- An Act to amend the Acts respecting the *Prince Edward County* Railway Company.
- An Act to confirm a certain by-law of the Town of *Owen Sound*.
- An Act to amend the Acts incorporating the *North Simcoe* Railway Company.
- An Act respecting the *Grand Junction* Railway Company.
- An Act respecting the *Stratford and Huron*, and the *Port Dover and Lake Huron* Railway Companies.
- An Act respecting the Sisters of *Saint Joseph*, of the Roman Catholic Diocese of *Hamilton*.
- An Act respecting the construction of a branch of the *Belleville and North Hastings* Railway to the Village of *Tweed*.
- An Act respecting the *Toronto and Ottawa* Railway Company.
- An Act further to amend the Act incorporating the *Trent Valley* Railway Company.
- An Act to amend the Act incorporating *Alma College*.
- An Act to enable the trustees of *St. Andrew's Church, Chatham*, to raise ten thousand dollars to build a church, and for other purposes.
- An Act to legalize certain by-laws of the Town of *Orillia*, and of the County of *Simcoe*.
- An Act to incorporate the Village of *Warton*.
- An Act to incorporate the *Grand Ontario Central* Railway Company.
- An Act to amend the Acts relating to the *Credit Valley* Railway Company.
- An Act relating to *Christ Church, Ottawa*.
- An Act to amend the Act incorporating the *William Hall Peterborough* Protestant Poor Trust.
- An Act to incorporate the *Sault Ste. Marie* Railway Company.
- An Act to legalize By-law No. 310 of the City of *Brantford*.
- An Act to authorize the Rector and Churchwardens of *St. Paul's Church*, in the City of *London*, to lease, mortgage or sell certain lands heretofore known as *Saint Paul's Cemetery*, and for other purposes.
- An Act to amend and more accurately define the boundaries of the Town of *Woodstock*.
- An Act to revive and amend the Act incorporating the *Lambton Central* Railway Company.
- An Act to confirm a by-law of the County of *Prince Edward*, granting aid to the *Prince Edward County* Railway Company.
- An Act to amend the Act incorporating the *Windsor and Essex* Central Railway Company.
- An Act to revive and amend the Act incorporating the *St. Mary's and Credit Valley* Railway Company.
- An Act to incorporate the *Victoria Extension* Railway Company.
- An Act to incorporate the *Toronto and Nipissing* Eastern Extension Railway Company.
- An Act to incorporate the *Cobden and Opeongo* Railway Company.
- An Act to amend an Act respecting the *Georgian Bay and Wellington* Railway Company.
- An Act relating to the incorporation of the Village of *Chesley*.
- An Act to extend the time for completing the *Victoria* Railway.

An Act to confirm certain preliminary proceedings, and make further provision for the formation of the County of *Dufferin*.

An Act to confirm certain assessments in the City of *St. Catharines*.

An Act to revive and amend the Act incorporating the *Port Stanley, Strathroy and Port Franks* Railway Company.

An Act respecting the Agricultural College.

An Act for the relief of Co-operative Associations.

An Act respecting Coroners' Inquests.

An Act to make valid certain Municipal by-laws.

An Act to incorporate the *Sarnia and Petrolia* Railway Company.

An Act respecting Ditching Water-courses.

An Act to amend the Revised Statute respecting Mortgages and sales of Personal Property.

An Act respecting the support of Destitute Insane Persons.

An Act to incorporate the *Flos* Tramway Company.

An Act to amend the law for the protection of Game and Fur-bearing Animals.

An Act to amend the Agricultural and Arts Act.

An Act in respect to Tile, Stone and Timber Drainage.

An Act to amend the Act respecting Land Surveyors, and the Survey of Lands.

An Act to amend the Free Grants and Homesteads Act.

An Act to prevent the spreading of Canada Thistles.

An Act respecting the debenture debt of the City of *Guelph*.

An Act to extend the jurisdiction of Division Courts, and to regulate the officials of the said Courts.

An Act to abolish priority of, and among Execution Creditors.

An Act to amend certain particulars in the law of Real Property.

An Act respecting the collection of taxes in the Districts of *Algoma, Muskoka, Parry Sound, Nipissing and Thunder Bay*.

An Act respecting certain amendments to the Public Schools Act.

An Act further to amend the Jurors' Act.

An Act respecting the incorporation of Cemetery Companies by letters patent.

An Act respecting Companies incorporated under Imperial Statutes.

An Act respecting Municipal Assessments and Exemptions.

An Act respecting the expenses of inspecting Insurance Companies.

An Act respecting the removal of persons from County Gaols to Provincial Institutions.

An Act to Protect the goods of Lodgers and Boarders against distress for rent due to the Superior Landlords.

An Act respecting the *Ontario* Reformatory for Boys.

An Act respecting *Niagara Falls*, and the adjacent territory.

An Act to extend the powers of Joint Stock Companies for the erection of Exhibition Buildings.

An Act respecting the proof of proceedings in Provincial and Colonial Courts.

An Act for the relief of Building, Loan and Savings Societies and Companies.

An Act to amend the Municipal Act.

An Act to provide for the erection of new buildings for the accommodation of the Provincial Legislature and the Public Departments.

An Act respecting Public Officers of *Ontario*.

An Act to make further provision respecting the estates of persons confined in Asylums for the Insane.

An Act respecting the administration of justice in the Districts of *Algoma, Thunder Bay and Nipissing*.

The Royal Assent to these Bills was announced by the Clerk of the Legislative Assembly, in the following words:—

"In Her Majesty's name His Honour the Lieutenant-Governor doth assent to these Bills."

Mr. SPEAKER then said :

May it please your Honour :

We, Her Majesty's most dutiful and faithful subjects, the Legislative Assembly of the Province of *Ontario*, in Session Assembled, approach Your Honour at the close of our labours with sentiments of unfeigned devotion and loyalty to Her Majesty's person and Government, and humbly beg to present for Your Honour's acceptance a Bill intituled "An Act for Granting to Her Majesty certain sums of money to defray the expenses of Civil Government for the year 1880, and for other purposes therein mentioned," thus placing at the disposal of the Crown the means by which the Government can be made efficient for the service and welfare of the Province.

The Royal Assent to this Bill was announced by the Clerk of the Legislative Assembly, in the following words :—

"His Honour the Lieutenant-Governor doth thank Her Majesty's dutiful and loyal subjects, accept their benevolence, and assent to this Bill in Her Majesty's name."

His Honour was then pleased to deliver the following Speech :—

Gentlemen of the Legislative Assembly :

I am glad to be able to relieve you from further attendance upon your legislative duties, and to thank you for the careful consideration you have given to many useful measures to which I have to-day been called upon to give my assent.

It gives me great pleasure to know, from the action you have taken, that my Government will have your cordial and loyal support in asserting the just claims and rights of this Province, more especially in their efforts to sustain the award of the arbitrators by which the northerly and westerly boundaries of *Ontario* have been determined, and I have to acknowledge the promptness with which you have placed at the disposal of my advisers the necessary funds for that purpose.

It is gratifying to me to observe that the subject of providing new and increased accommodation for the Legislative and Governmental Departments has engaged your attention. I trust that, without exceeding the estimated cost, buildings will be erected fully equal to the demands of the public service, and in all respects worthy of this great and wealthy Province.

The readiness with which you have voted a sum of money for the relief of our suffering fellow-subjects in Ireland will, I am sure, be warmly appreciated by them, and afford a fresh proof of the common sentiments of interest and sympathy which unite the people of the many widely-separated portions of Her Majesty's dominions.

The Bill incorporating the Agricultural College, which has just become law, shews the sense entertained by you of the importance of that institution to the farmers of *Ontario*, and I have no doubt your views thus expressed will be shared to a constantly increasing extent by all classes of the people, as the utility of this institution is demonstrated by experience.

Steps will be taken by my Government to give early effect to the proposal to appoint an Agricultural Commission, and to assure for any outlay so incurred the most practical and beneficial results.

The extension of the jurisdiction of the Division Courts, will tend to secure to a large number of suitors, a more ready and less expensive means for enforcing just demands, while other amendments in the law sanctioned by you will add materially to the efficiency of these tribunals.

The important amendments in the Municipal Law, resulting from your deliberations, more particularly those which reduce the number of statutory exemptions, and effect certain changes in the incidences of local taxation, cannot fail to be of great public benefit.

While the subject is one surrounded with considerable difficulty, it may be reasonably expected that your enquiries as to the best means for providing security against accidents to brakesmen and other railway servants, will, in due time, result in the attainment of that most desirable object.

The measures to prevent the wasteful destruction of pine timber on Free Grant Lands, to bring Mechanics' Institutes under the cognizance of the Minister of Education, to abolish priority of claims among execution creditors, to check the unnecessary holding of Coroners' inquests, and to introduce an improved system of management into the Reformatory for Boys at *Penetanguishene*, all demonstrate the lively regard of the Legislative Assembly of *Ontario* for the good government and welfare of the Province.

I thank you for the supplies you have voted for the public service. They will be expended with all the regard for economy that is consistent with efficiency and the public requirements.

In addressing you probably for the last time in my official capacity, I cannot help giving expression to my earnest desire for the future prosperity of the Province of *Ontario*, and the permanence of those institutions by which its present proud and happy position has been largely secured.

May Divine Wisdom ever guide the counsels of its statesmen, and a blessing attend the industry of its people.

The Provincial Secretary then said :—

Mr. Speaker, and Gentlemen of the Legislative Assembly:

It is His Honour's will and pleasure that this Legislative Assembly be prorogued ; and this Legislative Assembly is accordingly prorogued.

REPORT

OF THE

SELECT COMMITTEE

ON

RAILWAY ACCIDENTS.

Printed by Order of the Legislative Assembly.



Toronto :

PRINTED BY C. BLACKETT ROBINSON, 5 JORDAN STREET.

1880.

REPORT
OF THE
SELECT COMMITTEE
ON
RAILWAY ACCIDENTS.

To the Honourable the Legislative Assembly of the Province of Ontario :

The Select Committee appointed to enquire into the subject of frequent accidents, in many cases with loss of life, to brakemen and others, employed on railways, beg leave to present the following Report :—

That under the resolution appointing your Committee, the first meeting was held on the 21st day of January, and that since then ten meetings have been held.

That your Committee adopted and sent out a circular requesting leading railway officials and employees to attend and give evidence on the several matters to be enquired into.

The Committee also had a circular prepared asking several questions relative to the best means to prevent accidents in coupling and in applying brakes to freight cars and from unguarded frogs, also requesting general suggestions in the premises. This circular was sent to all the leading railway officials, station and freight agents, and to a large number of railway employees. Replies from a great many persons were received, the most material of which, as also a synopsis shewing the nature and number of all received, will be found appended to the minutes of the Committee's meetings.

That the Committee examined a number of railway managers, mechanical superintendents and other persons, whose evidence was taken down and will be found appended to the minutes.

The Committee beg leave to state that whilst the investigation was not so full and complete as they could have desired, they are of the opinion that the evidence is of sufficient weight and force to warrant them in offering the following recommendations :—

(1) That all overhead bridges should be built so as to have a clear space of at least seven feet from the top of the highest freight car to the lowest member of the bridge above.

(2) That the running board upon freight cars should be as nearly flush with roof of the car as possible and not less than from twenty-four to thirty inches wide, and extend as far as the dead-wood of the cars will safely admit, so as to leave as little space as pos.

sible between the ends of the running board on each car, and also that a hand-rail should be placed along the side of the running-board to be not less than thirty inches in height.

(3) That your Committee examined a large number of automatic and other couplers for freight cars, some of which appeared well fitted for the purpose of coupling, and would go far to do away with the necessity of the men going so frequently between the cars.

The Committee would therefore suggest whether, in view of the great loss of life and injury to brakemen in coupling cars, it is not desirable that the adoption of automatic couplers should be made compulsory upon Canadian Railway Companies.

(4) That all frogs and wing rails on railways should be filled in with wood, according to the system now in use on the Northern Railway.

(5) That the letter of Mr. C. J. Brydges (see appendix), as well as the statements of others, strongly favour the adoption of braking by means of vans as used upon English railways, but your Committee were not able to obtain sufficient evidence to warrant them in expressing a decided opinion upon this point.

The letters received and evidence taken with minutes of each day's proceedings will be found appended hereto as Schedule "A," and a synopsis of the replies received to questions will be found in Schedule "B."

All of which is respectfully submitted,

JAMES YOUNG,
Chairman.

Committee Room,
March 2nd, 1880.

SCHEDULE "A."

BEING MINUTES OF PROCEEDINGS.

COMMITTEE ROOM No. 12,
January, 1880.

The Special Committee appointed to enquire into the subject of frequent accidents, in many cases with loss of life, to brakemen and others, employed on railways, composed of Messrs. Bell, Boulter, Cook, Fraser, Gibson (Hamilton), Harcourt, Hay, Lees, McLaughlin, Morris, Nairn, Peck, Parkhill, Ross, Wells, White, Young and Kerr, met at 10 a.m. for organization.

PRESENT :

Messrs. Fraser,
Parkhill,
Young,
Cook,
Morris,

Messrs. Nairn,
Boulter,
White,
Lees.

Upon motion of Hon. Mr. Fraser, seconded by Mr. Parkhill, Mr. Young was appointed Chairman.

Upon motion of Hon. Mr. Fraser, the Chairman was authorized to procure the services of a short-hand reporter.

The Committee then proceeded to examine a railway brake patented and invented by Mr. Chatterton of Cobourg.

Mr. Fraser also read letters from James Kennedy, of Oshawa, and S. S. Fuller, of Stratford, anent safety brake inventions.

The Committee adjourned to meet again at 11.30 a.m., Friday the 23rd instant.

COMMITTEE ROOM No. 12,
FRIDAY, January 23rd, 1880.

The Committee met pursuant to adjournment.

PRESENT :

The *Chairman* (Mr. Young),
Messrs. Fraser,
Morris,
Parkhill,
Cook,

Messrs. White,
Nairn,
Boulter,
Lees.

On motion it was ordered that circular No. 1 be printed and sent to each of the Railway Managers, each Member of the Legislative Assembly, Officers of the Conductor's Association, Engineer's Brotherhood; to Messrs. T. C. Keefer, Ottawa; Walter Shanly, Montreal; F. Shanly, Toronto; C. J. Brydges, Montreal, and to others.

(Circular appended and marked No. 1.)

Upon motion of Hon. Mr. Morris, seconded by Mr. Parkhill, it was ordered that Mr. Brydges be invited to appear before the Committee on Thursday next, if convenient.

On motion it was ordered that John Brough and Michael Haskin, employees of the Grand Trunk Railway, be requested to appear before the Committee on Thursday next, the 29th instant, at eleven a.m.

On motion it was ordered that circular No. 2, as per form agreed upon, be printed and distributed to parties interested.

(See circular No. 2.)

Moved by Dr. Boulter, seconded by Mr. Cook, and resolved,

That, the quorum of Members to this Committee be reduced to five.

Meeting adjourned until Thursday, the 29th instant, at eleven a.m.

Circular No. 1.

LEGISLATIVE ASSEMBLY,
TORONTO, 23rd January, 1880.

SIR, —The Special Committee appointed by the Legislative Assembly to enquire into the subject of frequent accidents, in many instances with loss of life, "to Brakesmen and others employed on Railways," will commence their enquiries into the matter, on Thursday next, the 29th inst., at eleven o'clock.

The Committee desire to obtain full information upon the subject, and beg to request that you, or some one in your place conversant with the subject, will attend a meeting of the Committee on the day mentioned, or some subsequent occasion.

I am,
Sir,
Your obedient Servant,
CHARLES T. GILLMOR,
Clerk L. A.

Circular No. 2.

LEGISLATIVE ASSEMBLY,
TORONTO, 23rd January, 1880.

SIR, —The Special Committee appointed by the Legislative Assembly to enquire into the subject of frequent accidents, in many cases with loss of life, to Brakesmen and others, employed on Railways, beg to request answers to the following questions :

- (1.) What do you consider the best practicable remedy to prevent accidents happening in the coupling of cars?
- (2.) Are there any automatic couplers which have been successfully used on freight cars? If so, name them.
- (3.) What do you consider the best means to prevent accidents arising from railway frogs?
- (4.) What changes in freight cars are practicable to render greater safety to brakemen when engaged in stopping trains?
- (5.) What would be the effect of changes in the couplers, frogs, and cars of Canadian Railways whilst those of the United States roads remained as at present?
- (6.) What other suggestions in the premises would you recommend to the Committee?

Any information marked "confidential" will be so regarded in so far as the communicator's name is concerned.

I am,
Sir,
Your obedient Servant,
CHARLES T. GILLMOR,
Clerk L. A.

COMMITTEE ROOM No. 16,
January 29th, 1880.

The Special Committee met at eleven a.m., pursuant to adjournment.

PRESENT :

The *Chairman* (Mr. Young),
Messrs. Fraser,
Morris,
Nairn,
Lees,
Parkhill,

Messrs. Cook,
Bell,
Gibson,
Peck,
Hay.

The Chairman reported that Circulars Nos. 1 and 2, as ordered, were sent to officials of the Grand Trunk, Great Western, Canada Southern, Midland, Northern, Victoria, Canada Central, Toronto, Grey and Bruce, H. and N. Western, Toronto and Nipissing, Port Dover and Lake Huron, and Credit Valley Railways, to the gentlemen mentioned in resolution of previous meeting, and to a number of station agents, engine drivers, conductors, brakemen and others.

The Chairman also reported that, as ordered, a letter was sent Mr. Brydges inviting him to appear before the Committee.

A letter received from a railway employee by the Chairman, was submitted to the meeting, and read.

Hon. Mr. Morris submitted a drawing and letter from W. Stapley, London, describing Stapley's extension running board on freight cars.

Hon. Mr. Fraser read communications sent him by several parties concerning devices for preventing accidents; also, one from Owen Jones, Esq., Managing Engineer of the Northern Railway, which was accompanied by a model of a track shewing the manner of filling in frogs and wing rails on that railway.

The Committee examined and discussed model submitted by Mr. Jones.

Mr. Broughton, Manager, Great Western Railway, who was present, stated that he would, if possible, be present at the next meeting and give evidence and submit plans; also, that any person in the employ of the G. W. Ry. might be sent for.

On motion of Hon. Mr. Fraser, it was resolved,

That the Committee invite the submission to it of any plan or model intended to render less frequent the accidents happening to railway employees engaged on freight

trains in order that the Committee may, as to any such plan or model, be able to procure the opinion thereon of the witnesses to be examined before the Committee.

Mr. Munro, of the Bolton Car Company, Detroit, was examined and his evidence taken down in short-hand in reference to Bolton's patent car-coupler.

(Evidence appended and marked "E.")

A model of a freight car handed in by Mr. Bell, belonging to Mr. G. Phipps, Toronto, was examined.

Mr. Aymog, passenger conductor on the Northern Railway, was examined by Hon. Mr. Fraser and others. Copy of his evidence, taken by a short-hand reporter, is appended and marked "F."

Committee adjourned until Tuesday next, February 3rd, at eleven a.m.

(E.)

Dr. NEIL MUNRO appeared before the Committee to explain the working of the "Bolton Car Coupler."

Witness—I show here a drawing of the coupler. In the draw-head there are two slits, protected with spring sides. The arrow-head-shaped piece in the coupler of the other car enters what we call the cam, or jaw, and is caught, and held fast by the springs. These springs are so arranged that the harder the arrow-head pulls, the harder the springs nip. The levers for unfastening the coupling are outside the car. They can be placed at the side or on the top of the car, and the brakeman can uncouple outside by putting his foot on it. There is another feature about it. This coupler will couple with any of the old links now in use; and if anything about this coupler should give way, though every precaution is taken in their manufacture to prevent that, there is a hole through the end of it, so that the old link can be brought in and the bolt put down through this hole to fasten it. The coupler is so constructed that cars can be uncoupled by the brakeman while the train is in motion.

BY MR. WHITE.

Q. How about the cost of this coupler; how does it compare with the cost of the one now in use? A. Well, about \$14 for both ends of the car. Of course the cost of making one is a great deal more than if they are extensively manufactured. The shank is the same as the one now in use, and can be put on at the same cost. The difference is mainly in the attachment of the levers.

Q. That quite obviates the necessity of brakemen going between the cars, does it? A. They need never go between the cars, either in coupling or in uncoupling.

Q. And if anything should happen to one of the couplers to prevent its working, they could still resort to the old style of coupling? A. Yes.

Q. Then in the case of cars of different kinds coming from the United States, even though they had on the present style of coupler, they could hitch on with those having such a coupler as this? A. Yes.

BY MR. LEES.

Q. In backing up, do the cars uncouple? A. Not at all; that is not necessary. All that is necessary in switching or shunting is to put a block above the lever, and it keeps it from uncoupling. This coupler meets all the objections that can be raised. It is patented; the inventor lives in Windsor. There are twenty-five hundred or more patents out in the United States for car couplers, and not one of them works satisfactorily. The Sandford coupler was in use on one road, but if a car is a little higher or a little lower than usual it cannot be coupled with it. This will couple cars of different heights. It has been tried on the cars of the Detroit and Milwaukee Road, and has worked satisfactorily, no matter how it was tested.

BY THE CHAIRMAN.

Q. It has never been tested by being adopted, and regularly used by any road throughout? A. No, it has not.

Q. Do you know of any road that has regularly adopted any improved coupler? A. None; there would be no use in adopting any of the contrivances heretofore invented. Of course there is the Miller coupler, but that is only for passenger trains. This will do for freight trains what the Miller coupler has done for passenger trains.

MR. R. AYMONG was called and examined as to the causes of accidents to brakemen and others.

BY HON. MR. FRASER.

Q. How long have you been connected with the railway service? A. Eighteen years.

Q. You are now a conductor on the Northern—a passenger conductor? A. Yes, Sir.

Q. Have you ever occupied any other position? A. I began as a brakeman.

Q. And you have worked your way up to your present position of conductor? A. Yes, Sir.

Q. How long were you a brakeman? A. About nine months.

Q. You have a standing experience of eighteen years; how much of that time was spent in connection with the working of a freight train? A. About three years.

Q. Have you had, during the whole course of your service, more or less occasion to observe the working of these trains? A. Yes.

Q. Will you tell the Committee what, in your opinion, is the chief occasion of the accidents to brakemen and others employed on freight trains, by which, so frequently, lives are lost? A. My experience is that most of the accidents happen on account of their inexperience. Most of those killed and hurt on our road are what we call “fresh hands,” or men not having a great deal of experience.

Q. Yes, but whether experienced or not, how do the accidents happen, in a majority of cases? A. Most of the accidents happen by the men falling off the trains, and between the cars.

Q. That is what I want to get at. Do you mean falling off the side? A. No, I mean off the ends of the cars—between one car and the one next to it.

Q. When they are passing along the top of the train? A. Yes; principally during the night, passing from one end of the train to the other.

Q. Making their way along to attend to a brake? A. Yes.

Q. What is the usual space between the cars when a train is in motion? A. On our road, it is about two or two and a half feet.

BY THE CHAIRMAN.

Q. Sometimes the distance is as much as four feet, is it not? A. On some roads it might be.

BY HON. MR. FRASER.

Q. You say most of the accidents happen in falling between the cars. Have you known any to happen through the men sliding off at the side of the car? A. Yes; two, but they were not fatal. Of course, men do fall off that way, but it is very rarely. Only two men within my recollection were hurt by falling off the side of the car while the train was in motion.

Q. Have you any suggestions to make to the Committee as to the best means to be adopted to limit these accidents? A. No, sir; I do not think it is practicable to protect men against the danger of falling off at the side of the car.

Q. I do not mean specially from that danger, because the other seems to be the chief

occasion of the accidents. What, in your opinion, could be done to lessen the accidents occasioned by men falling between the cars? A. The only thing would be a kind of hand-rail on the end of the car.

Q. Along the running-board or on the end? A. On the end.

Q. Why not along the running-board? A. Because it would stand in the way, instead of being a help. At night the men would catch their feet in it. We have a very wide running-board on top of our freight cars; that is box cars. It is a good width—1½ or 2 feet wide. With ordinary care, there is no danger.

Q. Do you mean that this rail should stand across the whole width of a car, or only a portion of it? A. If it was put on each end it would be enough to have it just on one side.

Q. Supposing we had two cars here; the rail would be on one, opposite the brake on the other? A. Yes, sir.

Q. Something a man could clasp hold of in falling? A. Yes.

Q. What do you think of the suggestion made to the Committee, this morning, of a netting being so arranged between the cars as to catch a man if he fell? A. Is that for freight cars?

Q. Yes; what is your opinion of it? A. I do not think it would be very handy.

Q. Do you say it could not be arranged? A. I do not think it could.

Q. Why? A. Because we have box cars, timber cars, wood cars all on the same train.

Q. I don't see why it would be more inconvenient to arrange it on a timber car, than on a box car. Why not arrange it at the height of the bumper; a man falling would at least not go right down under the wheels. The bumper is always as high as the couplers, is it not? A. Yes.

Q. A net spread from bumper to bumper on either side would be above the couplers? A. Yes; but they could only be arranged from one side. The man would have to cross over to the other side of the train, and whether he went above or under the coupler it would be very dangerous.

Q. Of course it would be necessary to have two men on every train, one on each side? A. Yes; it would be a very expensive arrangement; it would require an extra man on every train.

Q. Why, you have two men on every freight train? A. Yes, one has to give the signal, and the other to couple. I do not think it would be at all possible to have a net between the cars, except on a passenger train, but with the couplers they have they do not need it.

By MR. PARKHILL.

Q. If a freight train were made up of one kind of cars it would do well enough, but when a box-car, perhaps, is right next to a lumber-car, it would be different? A. Yes, I don't see how it would do.

By MR. COOK.

Q. The expense would be trifling? A. Yes.

By HON. MR. FRASER.

Q. In addition to the two brakemen on each train, they have a conductor? A. Yes, sir.

Q. Could not the conductor do the signalling? A. Not very well.

Q. Why not? A. Because at every station he has got about as much as he can do. He must get his way-bills, check the freight and get train orders. He has always plenty to do.

Q. But by staying longer at a station could he not give his assistance so as to make it unnecessary to employ another man? A. It would require some time at each station.

Q. What shunting do you have to do at a way station? A. It depends very much upon the importance of the station.

Q. Well, suppose you make up a way freight for Collingwood. You come to a station where you have to add two or three cars, what shunting would you have to do? A. Two or three cars would require five or six shunts.

Q. That is in order to get the new cars into their proper positions? A. Yes, it would cause a great deal of confusion even with an extra man, and it would be impossible for one man unless he went from one side to the other, either over or under the car.

Q. Your suggestion, then, is for a short hand-rail to be put at the end of the car, that a man might grasp it in falling? A. Yes.

Q. What do you say to having the running board extend over the end of the car? A. It would be a regular trap, we have tried it on our road.

Q. You understand what I mean; you have a running board of two and a half feet wide, suppose that was extended so as to be the same distance from the end of the car at the top, as the end of the bumper is at the bottom, so as to make the distance between the cars less? A. You mean for box cars? Yes, that would be a good thing. It would not do to have the extensions too long.

Q. If they did not project further than the end of the bumpers no harm could be done? A. No; coming round a curve would be the greatest difficulty.

Q. They can go the length of the dead-wood, anyway? A. Yes, without any trouble; there is a projection of the draw-head that would keep them from coming together.

Q. Talking about bumpers, what I mean is the dead-wood? A. It is generally understood either way, bumpers or dead-woods.

BY MR. WHITE.

Q. Could you do away with the bumpers? A. You mean by using a different kind of coupling?

Q. They are a source of danger, are they not; they stand out from the end of the car? A. They are a protection to the men.

Q. Sometimes a man's hand or arm is caught between them, isn't it? A. Yes, sometimes, but it never occurs except through carelessness. If he gets his arm or body between the dead-woods, of course he gets crushed. There is a space between cars, made by the dead-woods, which affords protection for the size of a man. I am pretty stout, but the space will take me in.

BY HON. MR. FRASER.

Q. (Referring to model of track shewing "frogs" filled in with wood). You have been on the Northern; have you seen this model? A. Yes.

Q. Have you seen this plan actually worked out? A. Yes.

Q. Has it resulted in lessening the number of accidents from "frogs"? A. Yes, our tracks have been protected in this way for years. There have been some accidents to men going through holes, but not between the "frogs." They are all protected now.

Q. Did these accidents happen before that? A. Yes, but there is no danger now.

BY MR. COOK.

Q. Then you think this is a good thing? A. Yes, it is the best thing that could be. There is no danger now; a man's foot can't get caught.

BY THE CHAIRMAN.

Q. Are we to understand that there are no accidents now? A. None to my knowledge.

Q. How long has this been in use? A. Several years, five or six years, I suppose; it is a most necessary thing.

Q. But it does not allow any place for the wheel to pass? A. Oh, yes. The wheel passes on the other side.

Q. The only thing is that if it is a complete remedy for the difficulty, it is remarkable that such a simple thing was not known long ago! A. Well, it is a complete remedy.

BY HON. MR. FRASER.

Q. What have you to say about bridges. There are a great many accidents happen by men being knocked off the trains by low bridges? A. I can't say from experience; all our bridges are so high, that there can be no accidents.

Q. Have you any suggestions to make, from conversation with others, as to any means of warning being used to let the men know when they were near a bridge? A. The only remedy is to have the bridges of a certain height.

Q. But is there anything you know of which in the meantime would help to reduce the number of these accidents? What do you think of the idea that there should be a pole erected on each side of the track, with a wire across, from which a fringe of tassels hangs down? A. I have seen them, but I do not know to what extent they are used.

Q. The Grand Trunk uses them, doesn't it? A. Only to a certain extent, I believe.

BY MR. COOK.

Q. You have approved of this plan of filling up the track? A. Yes.

Q. The object of it is to keep the party from catching his foot? A. Yes.

Q. Did you ever think of the necessity that might exist of throwing the switch six inches apart, instead of three inches, as at present. As the switches are thrown apart three inches a man's foot can get caught, why not throw it apart six inches? A. It could not be done; it would alter the gauge altogether. The switches are made in regulation with the gauge, and it only allows a certain space for the switch.

Q. I don't see why; all the difference would be in the switch? A. If you had only one side of the track it would be all right, but in moving the switch on this side six inches to the track, you would throw the other side three inches beyond the track.

COMMITTEE ROOM No. 16,
Tuesday, February 3rd, 1880.

Committee met at eleven a.m., pursuant to adjournment.

PRESENT:

The Chairman (Mr. Young),
Messrs. Nairn,
Lees,
Fraser,

Messrs. Hay,
Parkhill,
Ross,

A number of communications were read by the Chairman, which had been received by himself, relative to car-couplers, from the following:—E. H. Tiffany, of Alexandria, describing his apparatus for the automatic coupling of freight cars; S. Cornell, Thedford, description and drawing of McNabb's self car-coupler; O. F. Sinn, Montreal, giving specification and drawing of Sinn & Studer's patent power brake.

Mr. Butler, ex-conductor, was examined and his evidence taken down by short hand reporter. (Annexed and marked "G.")

Mr. Broughton, Manager Great Western Railway, was next examined and his evidence taken down by short-hand reporter, and is annexed and marked "H."

A model track and cars were placed on the floor, and used to illustrate points in the evidence. These were furnished by the Great Western Railway Company.

Meeting adjourned until Thursday next, the 5th instant, at 10.30 a.m.

(G)

THOMAS BUTLER was examined.

BY HON. MR. FRASER.

Q. What special experience have you had with Railways? A. I have been close on seven years a brakeman on the Grand Trunk Railway.

Q. On Freight trains? A. Both passenger and freight.

Q. What seven years were these? A. From 1870 to 1876. For the first two years I was altogether on freight trains, and during the balance of the time I was occasionally on freight trains.

Q. Have you any opinion to offer to the Committee as to the best means of preventing accidents to brakemen in their employment as brakemen? A. Yes, a good many.

Q. What do you consider the best practical remedy to prevent accidents happening in the coupling of cars? A. Have the bell mouth large enough, so that as soon as the link enters, the pin would itself fall into its place.

Q. Are there any automatic couplers which have been successfully used on freight cars? A. The only automatic coupler I have seen is Miller's. It is used only on passenger cars.

Q. What do you consider the best means of preventing accidents arising from railway frogs? A. I have done no yard work, so that I could not say.

Q. Have you any suggestions to offer as to any change that might be made in freight cars, so as to render greater safety to brakemen engaged in stopping trains? A. I think if the platform along the centre of the top of the car were about three feet wide, and extended over each end of the car about eight inches, and if a light railing about eight inches high ran along each side of the car, the danger would be greatly lessened.

BY THE CHAIRMAN.

Q. You would not have any railings at the ends? A. No.

BY HON. MR. FRASER.

Q. Have you had experience as to accidents happening during the six or seven years that you were on the Grand Trunk; have they been most frequently owing to men sliding off the side of the cars, or falling between them? A. There have been both.

Q. Have you met with any accidents yourself? A. Yes, I slipped off the car during wintry weather, through being excited, I suppose.

Q. When you slipped, were you using the brake? A. No, I was going across the car.

Q. While you were going from one car to another, or while you were on the car? A. While on the car.

Q. Was the train in motion? A. It was going pretty slowly.

Q. Do you know of any other accidents that happened to brakemen while you were on the Railway? A. I do not.

BY THE CHAIRMAN.

Q. What space would be left between the cars if the running board were extended, as you suggest? A. About ten inches I should think.

BY HON. MR. FRASER.

Q. Have you any other suggestions to make? A. Yes. Most accidents occur about the brakes, and are often owing to defective brakes. In a train of fourteen cars, you would perhaps get two good brakes. Some have bad dogs, some have too much chain, and others no chain at all; and some have no wheels, or bad wheels. A man does not know what kind of brakes he has till he puts his hand to use them; and in the hurry of

running from one car to another a man is likely to get excited, and if he finds a bad brake that will not work, down he may go.

Q. You mean, then, that if brakes were always good, instead of many of them being bad, the danger to brakemen would be very much lessened? A. Yes. The real danger is, that many brakes are out of order. You will hardly find a train leaving any terminal station with all the brakes good. Sometimes you might find five or six good brakes on a train. If the engineer did not often reverse his engine for brakemen there would be a good many more accidents.

Q. Have you any opinion as to a railing along the side of the running board? A. From my experience, that would not be an advantage. If the running board were three feet wide, that would do away with a good deal of danger. Then if there were two good brakes near the engine, and two near the van, these, with the van brake—five brakes in all—would hold almost any train.

Q. Have you any further suggestions? A. Low bridges are another cause of danger. I know of four men who lost their lives owing to low bridges.

Q. Has the fringe been useful as a warning to a train approaching a bridge? A. I don't think so. When a man is excited he sometimes will not mind it.

Q. Then your suggestion is only to have the bridge high enough so that there will be no chance of a man being struck? A. Yes.

Q. Have you known brakemen to tear the fringes down because they happen to be in the way? A. No, I have never known them to do so.

(H)

MR. F. BROUGHTON was next examined.

He said:—I am the General Manager of the Great Western Railway, and have had considerable railway experience—five years in this country and a good many years in England. I have had the entire control of different railways since the first of January, 1850. Although I, perhaps, may not be able to give you all the technical and mechanical information you require, I have got gentlemen here who can give you any detailed information you require. My experience in this country is, that the largest number of accidents occur in the coupling of cars. There is considerable difference between the build of cars in this country and of those in England. In English cars, instead of the buffer being in the centre as in American cars, there are two buffers at each end of every car, one on each side, and when the cars come together there is a considerable space between them.

BY HON. MR. FRASER.

Q. Are there a good many cars made the same way in this country? A. No, only a few coal cars in Pennsylvania. In coupling the English cars, a man can stand between the buffers, take the chain in his hand, hook it on the corresponding hook of the other wagon, and the work is done in a moment. The difficulty with the couplers used in this country is, that one being often higher than another, a man has to walk along with the movement of the train, and he cannot do the coupling so quickly as it is done in England.

Q. What is the reason that sort of coupler cannot be connected with the cars in this country? A. Because the whole build of our cars would have to be entirely changed. In England the buffers are at the sides, and the coupler and draw-bar in the centre. The man, after coupling the cars, gets either under or over the buffers, as he may find most convenient. If he tries to get through he is sure to be caught. I never heard of an accident occurring in England through coupling cars. Here, a man, while walking backwards with a train, gets caught in the frogs, and he goes down and the train passes over him. I would just explain to you, however, that considering the number of men employed, and the number of times they make couplings every year, the proportion of accidents is very small. In 1879, we had one man killed and fourteen injured in couplings. The average number of trainmen employed by us—conductors, baggagemen, brakemen, drivers and

firemen—is 797, and the average number of yardsmen and switchmen 163. Last year we ran over our whole track about 15,000 trains, and in the making up of these trains, in shuntings at the different stations, and in taking on and taking off cars during the journey, we estimate that at least fifty different coupling operations take place on each train; that would make 750,000 couplings on our line in the year, or, with all those operations, only one man was killed and fourteen were injured—one man injured to each 50,000 couplings. Of course, even that is too great a ratio; but I merely give you these figures to show that the occupation of a brakeman is not a much more dangerous occupation than many others. All of these accidents are reported, however slight. Some of the worst accidents, short of death, which we have experienced, happened to men who are at this moment at work on the trains; and in order to show you the little comparative risk they are subjected to, I have had prepared a statement, shewing the length of the service of our different brakemen, as follows:—

Under one year	12
Over one year, and under five	83
Over five years, and under six	28
Over six years and under seven	28
Over seven years and under eight	23
Over eight years and under nine	16
Over nine years and under ten	8
Over ten years	2
Total	200

So that out of 200 brakemen, we have upwards of 100 who have been over five years in the service. At the end of five years they are generally promoted to higher positions. This statement shews that the brakemen like the employment and remain in it; and also, I think, that it is not quite so dangerous an occupation as is supposed. I now hand in the following statement:

GREAT WESTERN RAILWAY.

Return of the number of accidents to Trainmen, Yardsmen and Switchmen for the five years, 1875, 1876, 1877, 1878, 1879:—

	Killed.	Injured.
Coupling Cars	4	80
Falling off Cars	6	10
Brakes failing	0	4
Caught in Frogs, Guard or Wing Rails	2	3
Trains thrown from Track	8	6
Other causes	5	13
Totals	25	116

To Employees' other than above:—

	Killed.	Injured.
Coupling Cars	0	5
Getting on or off Trains in motion	0	4
Standing on Track and struck by Engine	3	3
Trains thrown from Track	0	4
Other causes	1	11
Totals	4	27

By THE CHAIRMAN.

Q. How many of those men would be so injured that they could not continue to follow their occupation? A. I believe not five per cent. This question of coupling naturally brings us to the question of frogs, owing to which a great many accidents occur. Mr. Hobson, our Chief Engineer, is here, and we have brought a model, so that he can explain to you anything you may desire.

By HON. MR. FRASER.

Q. You have seen the model that was before the Committee the other day, shewing how the frogs on the Northern Railway are filled up with wood? A. Yes.

Q. And you heard one of the conductors of that Railway say that while that system was in use they had no accidents? A. Yes.

Q. What do you think of that? A. A portion of that we have had in use on the Great Western Railway.

Q. And, in your experience, does it prevent accidents? A. It diminishes them.

Q. It doesn't entirely prevent them? A. Certainly not. Mr. Hobson will explain to you why.

MR. HOBSON—There is no objection to filling the "V" portion of the frog, because the flanges of the wheels do not enter there at all. We have all these filled now. But there is still the danger in the wing rails and the guard rails, which cannot be filled without the risk of throwing the trains off the track, as the flanges of the wheels enter them.

Q. Would it not do to fill them near to the top, as on the Northern Railway, leaving sufficient space for the flanges to act? A. We have some of our tracks at Clifton and Windsor filled in the same way, and we have found no benefit from them at all, because a man's foot can get caught firmly enough even in them to cause an accident. If a man is held for one moment, the car passes over him. Unless the spaces could be filled up flush with the top of the rail, the filling would be of no use.

By THE CHAIRMAN.

MR. BROUGHTON continued—Q. What do you think of having a piece of steel spring inserted between the rails, strong enough to sustain a man, but which will yield under the weight of a car passing over it? A. There are great objections to anything of that kind, because in the winter time the cavity would get filled with snow and ice, and while you might lessen the danger to the brakemen, you would increase the danger of the train being thrown off the track.

Q. Have you ever seen that applied? A. I have not, I have only seen a model.

By HON. MR. FRASER.

Q. That objection would not apply in the milder months of the year? A. It would apply then also, because the cavity would then get filled with mud and gravel. Apparently it would be very easy to keep it open, but it would be found that it would be neglected.

MR. BROUGHTON—We have 1,694 frogs on the Great Western Railway, so that if all these places were filled, we would have to fill up about 14,000 spaces.

By HON. MR. FRASER.

Q. Out of the eight or nine spaces about a frog, then, you say there is only one that that can be filled up?

MR. HOBSON—Only one with safety to the public.

Q. Would the danger to trains be increased if you used the appliances used on the Northern Railway—if you filled the spaces between the rails a portion of the way up with wooden blocks? A. Yes, both in winter and summer, because a very small thing lying on the top of one of these blocks would throw a train off. All the places where the blocks are put in are open to the same objection.

Q. One would think that with so many trains going over the track, there would be little danger of ice becoming fixed in these cavities? A. The snow and ice gets more and more packed as the trains pass over.

Q. What is the space between the rails of the frog? A. Two-and-a-half inches.

Q. Will you explain to the Committee why that distance could not be increased? A. When a train passes along at the rate of 30 or 40 miles an hour, the force exerted on the connecting rod between the rails and the crank is sometimes so great as to break it off. To make a space of four inches, you would have to increase the leverage and the curve would be sharpened so much as to run the risk of throwing the train off the track.

By MR. ROSS.

Q. Could you not lengthen the rail? A. You cannot lengthen the rail to more than twenty-one feet, which is its length now. There is considerable danger in crossing a frog as it is now, and a greater curve would increase the danger. I never heard of an accident taking place at the three rails.

By HON. MR. FRASER.

Q. As a matter of fact, you think it is feasible to alter the spaces between them to four inches or to a sufficient extent to prevent a man's foot getting caught in them? A. I think it is feasible, but objectionable.

Q. What is your reason? A. The danger in increasing the leverage and the curve of the track, as well as the oscillation of the train. A short time ago, the oscillation of one of our trains, while passing over a frog was so great that the connecting rod was curved like the letter "S." It was a light train.

Q. Was it going at a high rate of speed? A. No.

Q. How did you account, then, for the accident? A. We had an investigation, but could not find out the cause.

Q. Did you find any defect in the bar? A. None whatever, the strain is very great there, and anything that increases that strain, increases the element of danger.

MR. BROUGHTON, continued:—There would be a difficulty in introducing a standard or uniform coupler, as you could not, of course legislate for foreign companies. Everything that is brought under our notice that appears to have merit we give consideration to. But I may tell you that if we gave consideration to every patentee—to every man who thinks he has invented something that is going to give salvation to railway employees—we should have to establish a bureau of patents. To ascertain how many different car couplers have been patented in the United States, I telegraphed to the gentleman in charge of that department at Washington, and yesterday received the reply that there are now in the patent office there, 1750 different couplers. In Canada the case is similar. I have been shown 40 or 50, each of which was claimed to be the one. It is utterly impossible to experiment with every one of these devices, what we do is to wait developments and gradually introduce what experience shows to be good. There is an Association composed of all the master car builders, who consider all these different patents, and our Superintendent of Cars attends their meetings regularly. They meet about once a quarter, and their recommendations are gradually adopted by the railway companies. We have largely adopted a patent coupler which they seem to prefer. The end of the coupler is concaved to allow a man to get his hand out and in easily where he grasps the bar.

By THE CHAIRMAN.

Q. With that exception, it is the same as the old coupler? A. The principle of the coupler is the same.

BY HON. MR. FRASER.

Q. Have you looked at the car coupler used on the Northern Railway? A. No.

BY MR. ROSS.

Q. I understand that you very much favour the English system of having two buffers? A. Oh, no, that would be impossible here without completely changing the build of our cars. I was explaining how it was that there were no accidents in England through men getting caught between the cars.

Q. Couldn't that system be adopted here? A. Oh, no. A hundred millions would have to be spent in altering the construction of all the cars in the United States. This country began on a different principle. The Northern Railway is of course self-contained, because they have a gauge of their own, and any railway in that position can do what they like, and introduce anything they please. Last year we had cars passing over our line owned by 141 different companies, and they made altogether on our line 128,637 trips. I have brought the following statement of the different companies :—

GREAT WESTERN RAILWAY COMPANY.

Statement shewing the cars owned by foreign Railway Companies passing over the Great Western Railway, in 1879.

Alleghany Valley.
 Atlantic and Great Western.
 Atchison and Nebraska.
 Anderson Refrigerator Company.
 Buffalo, New York and Philadelphia.
 Boston, Lowell and Nashua.
 Burlington and Missouri River.
 Burlington, Cedar Rapids and Northern.
 Baltimore and Ohio.
 Bennington and Rutland.
 Bell, Lewis and Yates.
 Buffalo and South-Western.
 Boston and Maine.
 Chicago and North-Eastern.
 Chicago, Burlington and Quincy.
 Cincinnati, Hamilton and Dayton.
 Cincinnati, Richmond and Chicago.
 Chicago, Rock Island and Pacific.
 Chicago and North-Western.
 Chicago, Pekin and South-Western.
 Chicago, Milwaukee and St. Paul.
 Cleveland, Columbus, Cincinnati and Indiana.
 Canada Southern.
 Cincinnati, Hamilton and Indiana.
 Chicago and Alton.
 Canada Southern Line.
 Columbus and Hocking Valley.
 Chicago and Paducah.
 Columbus and Toledo.
 Cincinnati, Lafayette and Chicago.
 Chicago, St. Paul and Minneapolis.
 Cheshire.

Chicago and Lake Huron.
Central of New Jersey.
Central Pacific.

Detroit, Hillsdale and South-Western.
Diamond Line.
Delaware, Lackawanna and Western.
Detroit and Bay City.
Detroit, Lansing and Northern.
Detroit, Grand Haven and Milwaukee.
Dayton and Michigan.
Delaware and Hudson Canal.
Davis' Refrigerator.

Eel River.
Erie and Chicago Car Company.
Erie and Pacific Despatch.
Eastern.
Erie and Pittsburgh.
Empire Line.
Erie and North Shore Despatch.
Evansville, Terre Haute and Chicago.
Evansville and Terre Haute.

Fort Wayne, Jackson and Saginaw.
Fitchburg.
Flint and Pere Marquette.
Fort Wayne, Muncie and Cincinnati.

Great Eastern Line.
Grand Haven.
Grand Trunk.
Grand Rapids, Newaygo and Lake Shore.
Grand Rapids and Indiana.
Great Western Despatch.

Housatonic.
Hannibal and St. Joseph.
Hamilton and North-Western.
Hoosac Tunnel Line.
Hammond Refrigerator.

Intercolonial.
Indianapolis, Peru and Chicago.
Indianapolis, Bloomington and Western.
Illinois Central.
Indianapolis and St. Louis.
Illinois Midland.
Indianapolis, Decatur and Springfield.

Jeffersonville, Madison and Indianapolis.
Jackson, Lansing and Saginaw.

Kansas City, St. Joe and Council Bluffs.
Keokuk and Des Moines.

Logansfort, Crawfordsville and South Western.
Lake Shore and Michigan Southern.
Louisville, New Albany and Chicago.
Lafayette, Bloomington and Muncie.
Lake Erie and Western.
Lehigh Valley.

Michigan Central Air Line.
Michigan Central.
Michigan Air Line.
Minneapolis and St. Louis.
Merchants Despatch Transportation.
Midland of Canada.

North Pennsylvania.
Northern Central.
New York, Lake Erie and Western.
Northern and North Western.
New York Central and Hudson River.
Newburgh, Dutchess and Connecticut.
National Despatch Line.
New York and Oswego Midland.
Northern of Canada.

Ohio and Mississippi.

Providence and Worcester.
Pekin, Lincoln and Decatur.
Pittsburgh and Lake Erie.
Port Dover and Lake Huron.
Philadelphia and Reading.
Pennsylvania.
Pittsburg, Titusville and Buffalo.
Pittsburg, Fort Wayne and Chicago.
Pennsylvania and New York Canal Company.
Pittsburgh, Cincinnati and St. Louis.

Quincy, Nissouri and Pacific.

Reading and Columbia.
Richmond and Petersburg.
Rome, Watertown and Ogdensburgh.
Red Line Transit Company.

Scioto Valley.
Syracuse, Binghampton and New York.
Southern Minnesota.
St. Lawrence and Ottawa.
St. Louis, Vandalia and Terre Haute.
St. Louis, Kansas City and Northern.
St. Louis, Alton and Terre Haute.

Terre Haute and Indianapolis.
Troy and Boston.
Tiffany Refrigerator.
Toledo, Peoria and Warsaw.

Union Tank Line.
Utica and Black River.

Vacuum Oil Company.
Victoria.

Wabash.
Welland.
West Wisconsin.
Winona and St. Peter.
White Line.
Whitby, Port Perry and Lindsay
Worcester and Nashua.
Wabash, Chester and Western.

Zimmerman Refrigerator.

Total number of Companies	141
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Total number of trips made by their cars during the year.	128,637
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Q. Would you have any objection to giving us your opinion of a coupler we have here? Oh yes, it would not do for me either to condemn or to favour a man's coupler.

BY THE CHAIRMAN.

Q. Have you ever tried any automatic car coupler? A. No.

Q. You have never tried any system but that in vogue? A. We have two different couplers, neither of which is what is called an automatic coupler. What we require, I think, more than anything else, is some means by which brakemen will not get their fingers caught. I don't think they care very much for automatic couplers; while they may be very good in theory, they won't stand the test of the frosts and snows of winter. We use the Boulton coupler on the road now. I have examined several arrow-headed couplers. We have tried the chain for about twelve months, to obviate the necessity of the men going between the cars. But most of these couplers, when they ought to connect, do not, owing to the snow and frost. What we require is perfect simplicity.

Q. The Miller coupler which is automatic, is generally adopted for passenger cars, and works well? A. Yes.

Q. Does it not seem reasonable that among those 1700 patents, one could be found that would answer? A. I don't think they are all automatic couplers.

Q. Still, you have not tested them in any way on the Great Western? A. A new patentee is a man we fear, because their name is legion. Then the subject has had the attention of the Master Builders' Association, but they have not yet found a practical solution of the difficulty. In solution of the difficulty in 1879 they issued a circular to yard-men and train-men, and in it they suggested—uniform height of the draw-bar; condemned fixed pins; and recommended that the dead-wood be directly over the draw-bar. They also recommended that the running board should project a little over the ends of the cars, and that idea is being gradually introduced. The following statement shows the result of measurements of cars which I had made:—

GREAT WESTERN RAILWAY COMPANY.

Return of all Box Freight Cars passing Terminal Stations on the 26th January, 1880, shewing the heights of same:—

STATION.	No of Cars.	Lowest Height.	Greatest Height.	REMARKS.
Queen's Wharf, Toronto.....	123	10' 2"*	11' 8"	*Two of this height only—the general height being 10' 10"
Clifton	275	10' 9"	11' 9"	
Fort Erie.....	120	10' 11½"	11' 8"	
Windsor	359	10' 9"	11' 9"	One Car of 11' 11"

The running board should not be less than 20 or 24 inches wide. If the boards of which it is made are placed longitudinally, they are apt, from their length, to spring from the heat in summer and cold in winter. Short matched boards placed crosswise are considered the best and safest. All our cars are now built with the running board twenty-four inches wide. Then the men have often great difficulty in going from flat cars to box cars, and the recommendation of the car builders, which we have adopted and are carrying out, is to have a vertical bar and a step placed at the end of box cars, with the ladder at the side, so that a man can swing himself around to the ladder when going from a flat car to a box car, or *vice versa*. The brakemen all prefer the ladder to be at the side and next the brake. The ladder should be made of round iron, otherwise it is likely to become covered with ice in cold weather. The safety of life on railway trains depends largely upon these little things, and on companies keeping their stock in good order. There should be an effort to introduce, as rapidly as possible, wide-mouthed couplers. The uniform height of cars is another important matter. We are introducing as fast as we can the uniform height of the draw-bars—two feet nine inches from the top of the rail; and the other recommendations of the Master Car Builders are being gradually adopted. They have recommended that the running board should not be less than eighteen inches wide. Our brakemen think it ought to be twenty-four inches, and we are adopting that width.

Q. When you say the draw-bar is two feet nine inches from the top of the rail, where does it reach to? A. To the centre of the bunter. The question has been raised whether the men should not be compelled to use a stick for coupling. At present they are obliged to hold the link with one hand and put the pin in with the other. A man who has been about twenty years in the service told me that he has always used the pin, and he has only been caught once. He says, that if men kept sober and on the watch, they need have very little trouble. He is the oldest brakemen we have got. He always holds the link up with the pin, and after the link enters he drops in the pin. He does not use his other hand at all. The Lake Shore Company have made it a question of dismissal with their men to use the stick.

BY THE CHAIRMAN.

Q. If you adopted an automatic car coupler on your railway, would that prevent your running American cars? A. It would depend on the nature of the coupler. If it could be adapted to the bunter, it would not. Having heard that some American companies insisted on their men using the stick, Mr. Stiff wrote to the General Manager of the Lake Shore and North Michigan Railway, and received the following reply:—

LAKE SHORE AND MICHIGAN SOUTHERN RAILWAY COMPANY,
CLEVELAND, O., January 23rd, 1880.

To Charles Stiff, Esq., Superintendent, G. W. R., Hamilton, Ontario :

DEAR SIR,

Yours of the 20th January is received.

Rules 27, 28 and 29 of our Time Table, of which I enclose copy, have been more or less in force for many years, but have been ignored, especially that part of Rule 27 which requires the employees to use a stick in coupling; at last having become fully satisfied that it was for the interest of the men and of the Company, that we should enforce it strictly, we undertook it by the issue of the circular which I enclose. At the same time we printed the Rules 27, 28 and 29 in large type, had them framed, and put up in all the switch houses and in the cabooses of the trains.

We have no difficulty in having the men provide themselves with sticks and they use them, generally, when any person in authority is in their vicinity; yet they frequently fail to use the stick, and when such an instance is discovered, we dismiss the employee.

The sticks which we prepare and have on hand in our yards, are like a piece of lath eighteen inches in length, made of ash or some similar timber, but the men generally make them shorter, say about fifteen inches long. Some prefer a round stick and some a flat one; they are allowed to suit themselves.

Our account shows that for the first year after we began to enforce the order we lessened the number of injuries from coupling considerably as follows:—

Year.	Slight.	Severe.	Fatal.	Total.
1878.....	75	23	2	100
1879.....	47	13	2	62

I feel certain that if the men always used a stick, we would rarely have any accident from coupling, for I have known persons who have coupled nine or ten years continuously in that way, in a busy yard, without suffering injury.

The reference to the experience on the A. & G. W. Ry. shows this opinion to be well founded.

Yours truly,
(Signed), CHARLES PAINE.

COPY OF RULES.

27. Great care must be exercised by all persons when coupling cars. Inasmuch as the coupling apparatus of cars or of engines cannot be uniform in style, size or strength, and is liable to be broken, and, from various causes, to render it dangerous to expose the hands, arms or persons of those engaged in coupling between them; all employees are enjoined, before coupling cars or engines, to examine so as to know the kind and condition of the draw-head, draw-bar, link and coupling apparatus; and are prohibited from placing in the trains any car with a defective coupling, until they have first reported its defective condition to the yard master or conductor. Sufficient time is allowed and may be taken by employees, in all cases, to make the examination required. Coupling by hand is strictly prohibited, in all cases where a stick can be used to guide the link or shackle; and each yard master, switchman, brakeman, or other employee who may be expected to couple cars, is required to provide himself, at all times, with a stick for that purpose.

28. Every employee is required to exercise the utmost caution to avoid injury to himself or to his fellows; and especially in the switching of cars and in all movements of trains; in doing which work each employee must look after and be responsible for his own safety.

Jumping on or off trains or engines in motion, getting between cars in motion, to uncouple them, and all similar imprudences, are dangerous, and in violation of duty. All employees are warned that if they commit them it will be at their own peril and risk.

29. Every employee is hereby warned that before exposing himself in working, or in being on the tracks or grounds of the Company, or in working with or being in any manner on or with its cars, engines, machinery or tools, he must examine, for his own safety, the condition of all machinery, tools, tracks, cars, engines, or whatever he may undertake to work upon or with, before he makes use of or exposes himself on or with the same, so as to ascertain, so far as he reasonably can, their condition and soundness, and he is required promptly to report, either to the Division Superintendent, or to the agent who may be his immediate superior officer, any defect in any track, machinery, tools or property of the Company affecting the safety of any one in using or operating upon or with the same. The object of this rule is to protect employees from suffering personal injury from any cause. While the Company will be responsible to each one for the discharge of all its duties and obligations to him, and for any fault or neglect of its own, or of its board of directors or general officers, which are the proximate cause of injury, yet it will not be responsible to him for the consequences of his own fault or neglect, or of that of any other employees of the Company, whether they or either of them are superior to him in authority, as conductor, foreman or otherwise, or not. It being the right and duty of every employee, under all circumstances, to take sufficient time, before exposing himself, to make such examination as is here required, and to refuse to obey any order which would expose him to danger. No person who is careless of others, or of himself, should be continued in the service of this Company. Every case of personal injury must be promptly reported in writing to the Division Superintendent, stating the names and residences of all witnesses, and all particulars of the occurrence.

All former rules inconsistent with the above, are abolished.

LAKE SHORE AND MICHIGAN SOUTHERN RAILWAY COMPANY,
CLEVELAND, November 8th, 1878.

To Division Superintendents:—

GENTLEMEN,—

The rule 27 of the Time Table is very much disregarded by the employees most concerned, and the requirement that the persons coupling cars should use a stick or a pin to do it with, is not complied with. We all know for a certainty that the great loss and suffering entailed upon our brakemen and yardmen would not be incurred if they did use a stick for coupling.

On the A. & G. W. R. R. a very conclusive experiment has been made upon this subject, and no man has been injured while coupling with a stick, so far as we can learn. While the great decrease in the number of persons injured in coupling since they began to use the stick, proves that if the rule were always obeyed, no injury need happen to the men in coupling.

Mr. Ferris, Superintendent of the Mahoning Division of A. & G. W. R. R., says that "the men of that Division are now in favour of using the stick, convinced that it has contributed very much to their safety."

Mr. F. A. Phillips, Superintendent of the Third and Fourth Divisions, says that for the eighteen months previous to the order being in force on his Division, twelve men were injured in coupling; that since December 8th, 1877, not one man has been so injured.

Mr. A. L. Dunbar, Superintendent of the Second Division and Franklin Branch, says in the year 1874 there were twelve men injured making couplings; in 1875, twenty-two; in 1876, ten; in 1877, sixteen; in the ten months of 1878 only two; one of the cases in 1878 was where a stick could not be used.

In view of these facts, I think it is our duty to enforce the rule 27, and I desire that you will say to all yardmasters and conductors that it is expected of them that they will require their men to make use of a stick in coupling cars; and that they will be held

guilty of neglect in enforcing this order if their men are injured, unless they can shew that they have used their best efforts to enforce it.

I have directed a quantity of such sticks as are used on the A. & G. W. R. R. to be prepared, and you will make a requisition for as many as you need upon the General Purchasing Agent, although almost any stick will answer the purpose, but in the large yards it would be desirable to have a supply at hand, so that the men can get them conveniently.

Yours truly,

CHARLES PAINE,

General Superintendent.

MR. BROUGHTON continued—Another very important railway in the United States was asked, and we found that some Division Superintendents insisted on the use of the stick, others did not, and others thought it was useless altogether. When two couplers are of different heights, a man must hold the link up to allow it to go into the other coupler, and in doing so he gets his fingers nipped. With regard to falling off cars, last year on the Great Western we had none killed and only one injured in that way. The suggestion of a railing is, to my mind, perfect nonsense. Somebody has suggested a net; I suppose that would have to be connected in the middle, and if so, what a number of accidents would result from it. I think it is one of those suggestions which no practical man would make, knowing that on all those 15,000 trains only one man was injured. The space between the cars was ascertained to be last year on several different roads as follows:—

Pennsylvania	43 inches.
Great Western	32-34 "
Boston & Albany	31-33 "
Lake Shore	31-33 "
Michigan Central	31-33 "
New York Central	28-31 "

This space is gradually being reduced by the extension of the running board. It varies according to the load; if there are twenty loaded wagons behind the engine, the draw-bar will of course be stretched to its greatest length.

Q. Is there any objection to making the running board thirty inches? A. It is not required to be that length. No man whom we have asked wants it more than twenty-four inches. Here is a table shewing the number of miles made by our own cars last year on our own railway:—

GREAT WESTERN RAILWAY.

Statement showing the mileage made by Great Western Railway cars, on the Great Western Railway in the year 1879:—

January	1,154,442 miles.
February	1,403,634 "
March	1,653,083 "
April	1,647,374 "
May	1,598,974 "
June	1,533,726 "
July	1,511,560 "
August	1,429,543 "
September	1,388,013 "
October	1,596,776 "
November	1,350,798 "
December	1,443,323 "
Total	17,711,246 "
Equal to	77,341 through trips

When these 17,000,000 miles are divided by the total length of the railway, we get the equivalent of 17,000 through trips, so that we can judge from that the ratio of the accidents to the number of couplings made. Here is a description of our freight stock:—

GREAT WESTERN RAILWAY.

Statement of Freight Car Stock shewing height, weight, &c.:—

DESCRIPTION.	Height.	Weight.	No. of Cars.
		lbs.	
Box	11' 2"	19,500	753
Cattle.....	11' 6"	"	338
Cattle, old style	11' 3"	"	75
Blue Line Box.....	11' 2"	"	800
Milwaukee Line Box	11' 3"	"	97
Milwaukee Line combination Box	11' 5"	"	100
Michigan Line Box	11' 2"	"	198
Michigan Line, Saginaw Valley	11' 2"	"	50
Hoosac Tunnel Line	11' 2"	"	125
33 foot Box	11' 4"	20,000	623
Erie and North Shore Box	11' 2"	19,500	223
Erie and Milwaukee Line Box	11' 2"	"	189
Auxiliary Cars	11' 2"	"	13
Total number of Box Cars.....			3,584
Platform ..	4' 2"	17,000	794
Platform (coal)	4' 2"	17,500	182
Oil Tank Cars	8' 1"	16,500	96
Total			4,656

Q. The question of bridges you have dealt with to a certain extent? A. We have only had, I think, two bridge accidents in five years.

Q. I understood you to say that you had changed all your bridges? A. Yes, we did two years ago, so that they are now all eighteen feet from the track, except two, one on the Welland Railway and the other on the Esplanade, Toronto.

Q. How does the Dominion legislation of 1878 affect you? A. I think we are excepted from it. One of the accidents to which I referred, was caused to a man while riding on top of a furniture car, and all that class of cars have been prohibited for some time.

Q. Are they specially dangerous on that account? A. Yes; a man while running over them forgets himself. They were specially made for the Michigan furniture makers,

so that they might contain a reasonable weight of goods. The other accident was caused by the track having been raised a few inches. But both of these men are now working on the line. The height of eighteen feet seems to be sufficient for the bridges. The following statement shews the number of switches, frogs and signals on our line :—

GREAT WESTERN RAILWAY COMPANY.

Return of the number of Switches and Signals, January, 1880 :—

	SIGNAL SWITCHES.			LEVER SWITCHES.		
	Single.	Three Throw.	Four Throw.	Single.	Three Throw.	Four Throw.
Main Line	200	66	3	299	70	4
Toronto Branch	15	8	1	15	2	.....
Galt Branch.....	5	1	.....	1	.....	.....
Galt & Guelph Railway.....	12	1	.....	4	.....	.....
Brantford Branch	4	3	.....	4	.....	.....
Sarnia Branch.....	21	3	.....	20	1	.....
Petrolea Branch	4	1	.....	17	2	.....
Loop Line.....	69	26	.....	70	9	1
Allanburgh Branch.....	5	.....	.....	.....	.....	.....
Wellington, Grey & Bruce	38	24	.....	20	.....	.....
“ “ Kincardine Branch	24	11	.....	4	.....	.....
Welland Railway	11	.....	.....	1	.....	.....
London & Port Stanley Railway	11	1	.....	8	.....	.....
London, Huron & Bruce... ..	27	4	.....	2	.....	.....
Brantford, Norfolk & Pt. B.....	18	4	.....	4	.....	.....
Total.....	464	153	4	469	84	5

Total No. of switches.....	1,169
“ frogs	1,694
“ semaphore signals.....	412

The following is a table shewing the number of railway accidents which have taken place in the Dominion of Canada for four years, taken from the statistics published by Mr. Brydges :—

RAILWAY ACCIDENTS—DOMINION OF CANADA,

Four Years, 1875, 1876, 1877 and 1878.

	1875.	1876.	1877.	1878.
Miles of Railway	4,483	4,929	5,346	5,915
Number of Passengers carried.....	5,190,416	5,544,814	6,073,233	6,443,924
Number of Passengers killed.....	11	5	5	11
Number of Passengers carried to each one killed	471,856	1,108,963	1,214,646	585,811
Number of Passengers injured.....	25	9	18	25
Number of Passengers carried to each one injured.....	207,616	616,000	337,402	257,355
Number of Employees killed.....	40	48	45	45
Number of Employees injured	226	238	257	300
Train miles.....	17,680,000	18,103,628	19,450,813	19,669,447

Total No. of Train miles in the four years..... 74,903,888

“ Employees killed, 178 1 in every 420,000 Train miles.

“ “ injured, 1,021 1 in every 70,000 Train miles.

GREAT WESTERN RAILWAY COMPANY.

Total No. of Train miles in the four years..... 14,642,770

“ Employees killed, 28 1 in every 500,000 Train miles.

“ “ injured, 64 1 in every 228,000 Train miles.

Mr. BROUGHTON continued—I have also prepared a table, from the report of the English Royal Commission, which sat in 1877, shewing the number and various classes of accidents which occurred there for four years. The conclusion they came to was that they could not take the responsibility of saying that the railway companies should be interfered with by the Government, because divided responsibility would relieve the railway companies from responsibility for injuries and loss of life; and that it would not be prudent or desirable that the Government should undertake the responsibility of requiring the use of appliances that might prove false or insufficient, or of removing from the railway companies the management of the railways. The English Government has always refrained from legislation that would relieve the companies from their responsibility. The statement is as follows :—

ENGLISH RAILWAY ACCIDENTS.

ROYAL COMMISSION, 1877.

Average No. of accidents each year for the four years, 1872, 1873, 1874, 1875 :—

		Passengers.	Servants.	Totals.
From accidents to trains while running	<div> <div></div> <div>Killed...</div> <div>Injured..</div> </div>	<div> <div>38</div> <div>1,387</div> </div>	<div> <div>34</div> <div>238</div> </div>	<div> <div>72</div> <div>1,625</div> </div>
From accidents to travellers or intending travellers from collateral causes as distinguished from train accidents	<div> <div>Killed...</div> <div>Injured..</div> </div>	<div> <div>119</div> <div>362</div> </div>	<div> <div>.....</div> <div>.....</div> </div>	<div> <div>119</div> <div>362</div> </div>
From accidents to the public on railway premises otherwise than as travellers.....	<div> <div>Killed...</div> <div>Injured..</div> </div>	<div> <div>409</div> <div>235</div> </div>	<div> <div>.....</div> <div>.....</div> </div>	<div> <div>409</div> <div>235</div> </div>
To railway servants in the discharge of their duties otherwise than those included under first head.....	<div> <div>Killed...</div> <div>Injured..</div> </div>	<div> <div>.....</div> <div>.....</div> </div>	<div> <div>705</div> <div>2,012</div> </div>	<div> <div>705</div> <div>2,012</div> </div>
Total of all classes	<div> <div>Killed...</div> <div>Injured..</div> </div>	<div> <div>.....</div> <div>.....</div> </div>	<div> <div>.....</div> <div>.....</div> </div>	<div> <div>1,305</div> <div>4,234</div> </div>

The accidents to railway servants were further classified as under, total for four years, 1872 to 1875 :—

	Killed.	Injured.
From accidents to trains	138	954
During shunting operations	681	2,393
Falling from or getting on or off engines and cars	423	1,112
Falling, or being caught between vehicles and platforms..	77	165
Coming in contact with overhead bridges	38	70
Whilst working on permanent way or in sidings	453	537
Walking along line on way home or to work	161	76
Whilst crossing or standing on line	618	602
Passing between vehicles	100	164
Whilst spragging or chocking wheels.....	39	227
Loading and unloading goods	49	1,185
Working at cranes.....	19	344
Attending to machinery of engines, cleaning, etc.	38	212
Attending to gates at level crossings	26	15
Falling off ladders, scaffolds, platforms, etc.	47	256
Falling of lamps, waggon doors, timber weights, etc. ...	20	361
Miscellaneous	33	929
Total for four years	2,960	9,602

Tabulated as under :—

From causes beyond their control	238	1,724
From their own want of caution	2,720	7,275
	2,958	8,999

ENGLISH RAILWAY ACCIDENTS

In the year 1877.

	Killed.	Injured.
Number of persons other than railway servants	126	1,283
“ railway servants	642	2,163

—	1873.	1874.	1875.	1876.	1877.
Length of lines open	16,082	16,448	16,664	16,872	17,092
Number of passengers including season ticket holders.....	456	478	508	539	552
In millions					
Number of passengers per mile of railway open.....	28,000	29,000	30,000	32,000	32,000

No. of locomotives	12,765
“ passenger carriages	27,729
“ other passenger vehicles	10,731
“ vans and trucks for cattle and merchandize (besides those owned by collieries and private owners).....	363,672
“ other carriages and vehicles.....	11,275

BY HON. MR. FRASER.

Q. Would railway companies have any difficulty in seeing that their brakes were good and safe? A. None whatever.

Q. Is there any reason why brake vans should not be adopted? A. None whatever; but I don't think they would be efficacious. We have one at the rear end of each train, called a caboose.

Q. Doesn't it work well? A. It is not of much use on heavy trains.

Q. I suppose it is only in the great minority of cases that the largest extent of the braking can be done from these brake vans? A. The average weight of the English trains is not anything like the average weight of our trains. The English cars are only from twelve to twenty feet long—I don't think any of them are longer than twenty feet. No such a thing is known there as a car weighing over 20,000 lbs. Their heaviest cars do not exceed from three to five tons at the outside—that would be 10,000 lbs. The practice of filling cars with twelve tons of grain is unknown in England. They have no grain cars—nine-tenths, or at least a large proportion of their business being in general merchandise. The trains which assimilate most nearly to the trains of this country are the coal trains, each car weighing four or five tons and carrying eight or ten tons of coal. On steep grades in England what was called the “Jenny Lind” brakes were used. They consisted of heavy open wagons, loaded with pig iron and supplied with powerful brakes. When a train went down a steep grade one or two of these were placed in front of the engine, and when it went up a grade, one or two were run behind it.

Q. What is the objection to the adoption of a brake van in front and rear of our railway trains? A. The difficulty is not so much that there are objections to it, as that it would not be effective. It would require to be something of a terrific weight to hold one of our heavy trains. Four wheels to answer for fourteen or fifteen cars would have to be loaded down with something very heavy.

Q. In the majority of cases, wouldn't two vans be sufficient to stop a train? A. No, I don't think so.

Q. The brake-van in England is loaded? A. Not the ordinary vans, but these special vans.

Q. The conductor's van, now used on our freight trains, could be used as one of these brake vans, and the additional brake van might be placed in front next the engine, if it be found to be feasible? A. Yes; a good deal indeed depends on a company keeping its rolling stock in order.

COMMITTEE ROOM, No. 16,
Thursday, February 5th, 1880.

Committee met at eleven pursuant to adjournment.

PRESENT :—

The *Chairman* (Mr. Young),
Messrs. Fraser,
Wells,
Hay,
Parkhill,

Messrs. Peck,
Morris,
Gibson,
White.

Resolved, That Messrs. Brydges and Spicer be telegraphed, requesting them to appear on Wednesday next.

Letters, in answer to questions in circular, received from railway employees, were read by the Chairman.

(*Appended and marked Nos. 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23 and 26.*)

Letter read by Hon. Mr. Fraser, received by him from Mr. Cooke, of Brockville.

(*Appended and marked 27.*)

Mr. White submitted letter relating to Bolton Car-coupler.

(*Appended and marked W. 2.*)

Mr. Kennedy, of Oshawa, was called, and exhibited model of a self-acting brake; he was asked several questions.

(*See paper marked "I."*)

A model of Chatterton's automatic brake was examined by Committee.

(*See paper marked "I."*)

Mr. Mosher, of Halifax, submitted a model shewing working of Forest's patent car-coupler, and was examined by Committee.

(*See paper marked "I."*)

Mr. Lapham exhibited a model of his patent car-coupler, and was examined.

(*See paper marked "I."*)

Mr. Campbell submitted models of two cars shewing the working of his patent car-couplers.

(*See paper marked "I."*)

Mr. McWalter exhibited model of Stapley's extension sliding and running board.

(See paper marked "I.")

On motion it was resolved, That models of car-couplers, etc., be examined on Tuesday next.

Messrs. Hobson and Stiff, of the Great Western Railway were questioned by Hon. Mr. Fraser.

(Appended and marked "J.")

On motion Committee adjourned until Tuesday next, the 10th instant, at 11 a.m.

(10)

GRAND TRUNK RAILWAY,
January 29th, 1880.

Yours, enclosing enquiries of Railway Committee, received yesterday. I beg to make the following suggestions:—

QUESTION No. 1.—

Don't think anything can be done except to have cars of a more uniform height. Difference in height of draw-bars cause a number of accidents.

QUESTION No. 2.—

Know of none that have been worked with success.

QUESTION No. 3.—

The only means is to block up the space between wing rails and main track rails. This can be done without impeding traffic. Have the space between rails raised by wood or iron to within one inch of top of rail, this would prevent a man's foot being caught, as it would not go in, and not interfere with flange of wheels.

QUESTION No. 4.—

The majority of accidents occur by men falling between cars while in act of passing from one car to another. An iron railing, about 18 inches high, across the ends of each car, leaving a space of three feet in centre of car, would give men a chance to assist themselves across. This, I think, is the only protection which could be given, owing to the great difference in the build of cars.

QUESTION No. 5.—

The suggestions I name would not affect the rolling stock of United States roads.

QUESTION No. 6.—

Failing the adoption of railing, as suggested in No. 4, I would suggest that each car have an iron rod attached to each end of the car, extending two and a half feet above the car, with a hole in top so as a chain might pass through. This chain to be fastened at engine and caboose or van; thus giving the brakemen a chance to steady and guide themselves over the whole train. These chains could be put on the trains before despatching them from starting point.

All of which is respectfully submitted,
AGENT, G. T. R.

(11)

GREAT WESTERN RAILWAY,
(W. G. & B. Div.)

PALMERSTON, February 2nd, 1880.

SIR,—I beg to acknowledge receipt of your communication of 23rd ultimo, and in reply would say :—

(1) The general interchange of cars, and all things considered, I have not yet seen or heard of any improvement in construction of couplings likely to be of practical benefit.

(2) None that I am aware of.

(3) Block the frogs flush with the rail.

(4) A uniform running board of twenty-four inches in width, such as now being adopted on Great Western Railway system, with end projection of four or five inches, so as to lessen the gap between the cars when in motion, with brake and ratchet wheel raised to roof of car, would, I consider, lessen the danger.

(5) Owing to the extensive interchange of business, a material change of couplings, unless generally adopted, would be of little benefit.

I am, yours faithfully,
W. J. TIFFIN.

(12)

GREAT WESTERN RAILWAY,
January 31st, 1880.

ACCIDENTS TO BRAKESMEN.

DEAR SIR,—

Your circular returned herewith. I would suggest to question No. 4, that an iron hand rail be fixed on one side of the foot-board—this would be a great safety in frosty weather. To question No. 6, I would suggest that brakemen be trained before being sent on the road, and during such training they should only be allowed half pay, say for 14 days, in the yards of London, Hamilton, or Toronto, or Suspension Bridge, and balance of month under a conductor, whose report as to applicant's fitness for the position should be acted upon by the Superintendent. The majority of accidents happen to inexperienced hands; with sobriety, good judgment, and some experience to act upon, a brakeman runs no more risk of his life than a teamster, mechanic, or labourer. Submitting this with all due deference.

STATION AGENT,
Great Western Railway.

(13)

ANSWERS TO QUESTIONS IN CIRCULAR.

(1) Construct the cars and bunters so that the bunters come opposite each other; no accident ever occurs when under such an arrangement, if the brakeman is ordinarily careful.

(2) I know of no automatic coupler that has been used on freight cars. There are many admitted to work well, but railway companies do not try them because of the expense. The best I know of in use, is Wright's bunter; this is automatic if kept in repair, which is simple and easy to do.

(3) No accident can happen to any man employed on railways from this cause if the frog is filled up with wood. The Great Western is filling them up properly now.

(4) If you don't adopt the English method of braking, which is preferable to the American on any road, the next best thing is to have a railing three feet high along the side of the running board, and this board ought to be made three feet wide and extend over the end of the car as far as the dead-wood below does, which would save it from being damaged when the cars came together violently. The cog-wheel and dog should be on the top of the car and not placed against the end, as it is now on the Great Western Railway.

(5) The alterations that I propose as to our cars, frogs, &c., would not in any way interfere with American cars, many of them have the running board extended but not so far as I would have it.

(6) I have been a sailor and a soldier, and have been a brakeman on railways in the old country, and I never knew what it was to be afraid of losing my life, till I got on the top of a freight car going down Copetown grade, on a frosty night when the cars were covered with ice, and I had to take off my boots to get across them. Had there been a railing would I not have been able to do my duty better and with more safety to myself? He must be an inexperienced fool in railroading who would say that a railing should not be put on. It would be as advantageous to the railway companies as to the brakemen because they could get the trains stopped in proper time and save chances of accident. In slippery weather the most of the braking is done on the English method, that is with the conductor's car and the engine; the engine driver requiring to exercise the greatest caution, as it is often impossible for the brakemen to go over the cars. This accounts for freight and mixed trains being so often late in bad weather. Besides, the brakes are kept in such bad order that often on a whole train there will not be one brake that could stop a wheel-barrow. They use the screw brake in England, and one of such brakes is better than a dozen of ours with the chain.

I saw in the papers that it was *not* the intention of the Government to appoint a Government inspector for railways, but I can tell you, Gentlemen, that if we had such an official we would have fewer accidents even under our present method with all its faults.

Yours respectfully,
BRAKESMAN.

(14)

January 31st, 1880.

Sir,—I beg leave to submit the following answers to the questions prepared by the Special Committee appointed by the Legislative Assembly to investigate the causes of the frequent accidents to brakemen and others employed on railways:—

QUESTION No. 1.—

Make the bunters uniform, in height from the ground, and in pattern.

QUESTION No. 2.—

I am not aware that any bunter of this description has been proved to be successful, but think the one known as Wright's Coupler is the best.

QUESTION No. 3.—

I am of the opinion that the plan now being followed by the Great Western Railway, that of putting blocks of wood between the \vee shaped points of the frog is very beneficial.

QUESTION No. 4.—

I would suggest that the railway companies be compelled to keep the brakes in good repair and in thorough working order, thus necessitating the use of less brakes and consequently less travel on the top of the cars.

QUESTION No. 5.—

The effect of the change in the couplers would be beneficial in every instance where two Canadian cars came together, but would leave the same amount of danger as at present when two cars whose bunters were of unequal height came together; this would only occur when American and Canadian cars of unequal height came together. The Great Western plan of dealing with the frogs would in no way interfere with foreign cars passing over Canadian roads.

QUESTION No. 6.—

I would suggest that, inasmuch as many of the overhead bridges are so low as to strike brakemen while out on top of the cars, means be devised to prevent the building of such low bridges in future and also to enforce the raising (in every instance where it is practicable) of these bridges to a height sufficient to prevent such accidents.

I am, Sir,

Yours respectfully,

CONDUCTOR,

Great Western Railway.

(15)

Sir,—I beg leave to submit the following answers to the questions submitted :—

QUESTION No. 1.—

Make the bunters of same height from the rail and same pattern, and let them be made of cast iron.

QUESTION No. 2.—

I do not know of any automatic coupler having been used any length of time except Wright's, which is used by Great Western Railway, and is patented by Dr. Wright, of Oakville.

QUESTION No. 3.—

To fill in the frog with wood, same as Great Western Railway Company are doing on their line.

QUESTION No. 4.—

To keep brakes in good repair, using only three or four each instead of ten or twelve; also to have them put on the top of the car instead of down on the end; also to have the tops of cars sanded with coarse sand to keep them from slipping.

QUESTION No. 5.—

The effect of the couplers being changed, would not lessen the danger when Canadian and American cars came together, but would do it when all Canadian cars come; the method of Great Western Railway in filling the frog with wood, is all that can be done with it, I think, at present.

QUESTION No. 6.—

I would suggest that the ladders be put on the sides of the cars instead of the ends, as in a good many cases at present, also if brakes were used on top of the cars the brakemen would not have to put their feet down between the cars as at present, and it would cause less danger of them slipping off, and they could put on brakes in less time and with more effect, by having them on the top of the car.

STATION MASTER,

Great Western Railway.

(16)

GRAND TRUNK RAILWAY OF CANADA,
Office of the Chief Engineer,
MONTREAL, January 30th, 1880.

SIR.—In reply to your enquiry by circular dated 23rd instant, I beg to say that only one of the questions, viz.: No. 3, comes directly under my observation as Chief Engineer of this railway, and in reply to this question, viz.:

“What do you consider the best means to prevent accidents arising from railway frogs?” I beg to state that accidents but rarely occur from men's feet being caught in the frogs, crossings, or switches, but generally from tripping and not having sufficient time to recover before the cars reach them, and I have no doubt that if the details of these so-called accidents, attributed to the rails of the frog crossings catching the foot, be looked into, that what I have said will be found correct. But taking the question to mean “what in my opinion would be the best means of preventing accidents arising from the catching of men's boots between the frog rails, and their being pinned there until unfortunately the cars would crush them?” I reply, by train-men *not* wearing laced, buckled or buttoned boots—but using those out of which they can readily slip their feet, for instance, those so much in use, viz.: elastic sides. This done, I contend it would be impossible for a man to get his foot between the rails of a crossing and be pinned there.

I may perhaps be allowed to refer to Bill No. 68, first read 14th January instant, and I consider that the remedy provided by the Bill would increase the danger owing to there being two frogs instead of one.

Clause 2 of said Bill, where it enacts that the rails shall be kept not less than 6 inches apart is impracticable; the efficiency of the switch or crossing would be so impaired that it would become unsafe for the passage of railway carriages.

In conclusion I respectfully submit:—First, that it will be found that fatal accidents have rarely occurred owing to men's feet having been caught between the rails; and secondly, that the very simple precaution of discarding boots that are laced, buttoned or buckled, would have the effect of placing the safety of train-men, in this respect, beyond a doubt.

I have the honour to be, Sir,

Your obedient servant,

E. P. HANNAFORD,
Chief Engineer.

(17)

TORONTO, February 2nd, 1880.

SIR.—In answer to your six important questions, regarding the safety of brakemen, etc., allow me as a brakeman of four years' experience, to try and throw a little light on the importance of means, that can and should be provided, to save the limbs and lives of so many promising young men, that are constantly coming before the public notice:—

QUESTIONS NOS. 1 AND 2.—

In regard to coupling, experience has taught me that it would be far safer to do away with the old fashioned “dead-wood” or buffer, that projects so far out, because they are the cause of so many arms being broken and smashed, so that invariably amputation is necessary, besides it is liable to hold a man so tight that, if the cars were to move any, it would naturally drag him under the wheels and cause instant death. The best draw-bar I could recommend would be the Standard Cast Iron Draw-bar, used in all new cars built at the Grand Trunk Railway shops; with them it is not necessary to build a projecting dead-wood, so it is impossible to get squeezed, or your arm smashed, unless they should break, which is of rare occurrence.

QUESTION No. 3.—

The only way that I see frogs can be successfully arranged, would be to block them within an inch of the top of the rail.

QUESTION No. 4.—

The best means to ensure safety on top of cars is to attach a hand-railing about three feet above the car, allowing the ends to project over about eight inches, and to be on the opposite side from the brake and running board.

QUESTION No. 5.—

If the cars on all Canadian railways were fixed as per questions 1, 2 and 4, it would be of great assistance, and possibly the United States, after seeing the benefit we derive, would likewise compel all roads to adopt the same plan.

QUESTION No. 6.—

I would suggest that a petition be sent to the United States Government, asking them to follow our example.

I am, Sir,
A G. T. RY. BRAKESMAN.

(Confidential.)

(18)

TO THE SPECIAL COMMITTEE ON ACCIDENTS TO BRAKESMEN.

GENTLEMEN,—

In reply to the questions in your circular, I beg to submit the following answers:—

QUESTION No. 1.—

Build the cars a uniform height, so that the bunters will come exactly opposite each other, and use the "Wright's Bunters," patented.

QUESTION No. 2.—

I know of none. The Miller Automatic Coupler could be used on freight cars, but at great expense to railway companies; they are now used on passenger coaches.

QUESTION No. 3.—

Simply to fill up the frogs as they are now on the Great Western Railway.

QUESTION No. 4.—

The running board should not be less than three feet wide on the top of the cars, this board to project over the end of the car about seven inches. A hand-rail not less than three feet high, about ten inches from the running board, and to extend over the end of the car about nine inches. This railing would serve another grand purpose, both to the company and the public; it would keep the bell-cord on the top of the cars, which on mixed trains must be laid over them, and never works well, as there is nothing to keep it from falling over the sides of the cars. This bell-cord is very necessary when cars break loose, or should a fire break out in the coach, as in the case of the Komoka accident, which accident should never be forgotten while freight and passengers are carried on the same train. The cause of that accident was that the bell-cord was not in use, as there was no means of keeping it on the oil tanks, with which that train was loaded.

This accident alone cost the Great Western Railway Company ten times as much as would rail all their cars from end to end.

QUESTION No. 5.—

When making up a train composed of both States cars, and our own with the rail-
ing, the former could be kept in the centre of the train (not any trouble in getting over
flat cars). But the only plan that would overcome this and all other difficulties, and do
away with the necessity of providing protection on the top of car, would be the intro-
duction of the English system of stopping trains. From many years' experience of both
systems in the capacity of switchman, yardsman, freight brakeman and freight conductor,
and now mixed train conductor, I have no hesitation in saying that the English method
is the very thing we require, that is, to have a heavy brake van in front of train and one
in rear; the man right beside the brake, which he can apply the instant the engine whis-
tles; this system would work well on the short grades that we have got on the roads in
this country. The grades are generally longer on the English roads, but in many places
quite as steep as they are here. I have seen more difficulty in stopping our trains with
all the brakes we have got than I ever saw in England; this did not arise from the steep-
ness of the grades, but from other causes, namely, in frosty weather the brakeman was
unable to get quickly from one car to another on his hands and knees; also, the brakes
being in bad repair requiring the brakeman to crawl over perhaps ten or fifteen cars
before he could get one brake to hold sufficiently. It is a lamentable fact that the rolling
stock of railway companies is allowed to be kept in such bad repair, that it is not only
dangerous to the employees but to the travelling public. A Government Inspector is
much needed, the same as in England. I have known many a useful man to get disabled
for life from having to climb up on ladders on the sides of cars which gave way under
him; these ladders are never inspected until they fall off by some brakeman breaking
them down by his weight. I knew one fine young man, about two years ago, and when
he took hold of the mask-wheel this wheel fell off, owing to its being in such bad repair,
and the man went with it between the cars, and was torn in pieces. Nothing was said
about this unless that "another brakeman is killed." Had there been an Inspector to
take up such a case as this the companies would not be so neglectful.

QUESTION No. 6.—

In the event of no other change being made on the cars, I would suggest that the
ratchet wheel or cog wheel should be placed right on the top of the cars, and not on the
end of the car, as it is now on the most of the Great Western cars; all train men agree
in condemning the dangerous practice of constructing the cog wheel on a step against the
end of the cars.

CONDUCTOR,
Great Western Railway.

(19)

1. The men as a rule will not obey orders; if they would, there would not be one
quarter so many accidents as there are. I think a very safe thing would be when men
are coupling, to have a piece of iron about eighteen inches long, with a handle to it, and
turned up at the end, to lift the end of link, but with Lappin's Automatic Drawhead
nothing would be required; but with cars from the States, the rod would be required.

2. We have used Lappin's Automatic Couplers for the last six years, and I can
safely say they are the best coupler I have seen, because they are suitable for the differ-
ent height in cars, without a man putting his hand to them, which is the most important
safety-guard.

3. Fill up the points with wood.

4. This is a matter that would require an amount of argument, because there are so
many different heights of cars. One thing which might be done with box cars, would be

to extend the running board over the end of the cars eight or nine inches, and make all running boards not less than two feet wide. It is very rarely we hear of men falling off the sides of cars; it almost always happens by slipping and falling between the cars. Then there are objections that can be raised against extending the running board, because of the mixture of cars—sometimes flat cars put between box cars, sometimes lime cars. The great danger in flat cars is on account of bringing lumber on the cars. The lumber is so frequent, we have to put on long couplers, and men will venture from one car to another. What I consider the safest way for all freight trains, and the most reliable, is to have two vans on a train. It matters not then how the cars are mixed, the vans will always be right. Put the conductor's van on the back end of the train, the other van in the centre, and the brake on the tender will stop any train. Then the brakemen are housed from the cold. With good brakes inside of the van the men's hands are warm and fit to use the brakes. If they should require more brakes going down a steep incline, step out of either end of the van and put on brakes on the front or hind cars. Then they have more brakes than are ever used on trains at present, and not the least danger to men going over the cars. Two men in the middle van and one man with the conductor. For the last twenty years I have considered it the only safe way to save life. I believe it is being adopted on most of the English roads. These lives the vans will save, and at less loss to the railroad companies.

5. None by using Lappin's Automatic Coupler.

I remain, Sir,

Yours, etc.,

FOREMAN,

Northern Railway Company.

(20)

Sir,—In answer to questions contained in circular dated the 23rd inst. on the subject of accidents to brakemen and others employed on railways, which I received on this date, I beg to reply as follows:—

(1st) Probably the best and simplest method of coupling cars with the present draw-bar would be to use a stick or light iron hook to guide the link, in place of doing it by hand.

(2nd) There have been a large number of automatic couplers invented for freight cars, amongst which, that I have tested, is one called Dr. Wright's Coupler; one in which Mr. Allanson, auctioneer, of Hamilton, is interested; one invented by a Mr. Holman of Hamilton; another by Mr. G. W. Green of Brussels, Ont.; and one in use on the Northern Railway of Canada; but in my opinion none of them are sufficiently good to be generally adopted.

(3rd) I should consider that the filling up of the frogs and guard rails with wood sufficiently high so as not to interfere with the flanges of the wheels, is the best mode of preventing accidents arising from employees getting their feet caught between the two rails when coupling cars.

(4th) I think that the foot boards in the centre of cars might be made to project beyond the ends six or eight inches, which would materially lessen the spaces over which brakemen have to pass in stepping from one car to another. It would not be practicable to fill up the spaces altogether by a platform hinged at one end, and the other end lying loose on the adjoining car, or otherwise, because from the difference in height of cars these platforms would I believe, become a stumbling block. Of course a railing could be put on each side of a foot-board, but it appears to me very doubtful if this would add to the safety of brakemen to any marked degree.

(5th) I do not believe that any change in the couplings or foot-boards of cars belonging to Canadian Railways would be of any material benefit, unless the cars belonging to United States roads were altered in a similar manner.

(6th) I think that the best improvement that could be made in freight cars would be an automatic coupler, also a power brake under the control of the engineer, which would render the coupling of cars, or the passing over on the tops of cars by brakemen while the train is in motion, unnecessary. I might further add that at the Master Car Builders' meeting, held at Cleveland in 1877, there was a deputation of railroad yardsmen to discuss the subject of coupling cars, in which they suggested that the old-fashioned dead-wood be done away with, and that a block of wood be put at the end of the cars instead (the same as is now in use in all Great Western Railway cars); were this done they considered it would be adequate protection, and they cared nothing about a self-coupler for freight cars.

Yours truly,
CAR SUPERINTENDENT,
Great Western Railway.

(Confidential.)

(21)

GRAND TRUNK RAILWAY OF CANADA,
January 30th, 1880.

SIR,—I have received your communication of 23rd instant, respecting the subject of accidents to brakemen and others employed on railways, and will willingly comply with the wishes of the Special Committee appointed by the Legislative Assembly, and endeavour to answer the questions set forth as well as I can.

ANSWER TO No. 1.—

The best practicable remedy to prevent accidents in coupling cars, would be for the railway companies to adopt the use of automatic or self-couplers; but I may here state, that a number of accidents result from the recklessness of brakemen themselves in coupling cars.

ANSWER TO No. 3.—

The best means to avoid accidents from railway frogs would be, to have them all blocked with wood, to prevent brakemen and couplers getting their feet entangled in them.

ANSWER TO No. 4.—

A practicable remedy to prevent accidents to brakemen while engaged stopping trains would be, if railway companies would construct a hand-rail on top of the cars along the foot-board, say about three feet high; and if an arm or joint were constructed to extend the railing between the cars, it would prevent many an accident from falling between the cars, as brakemen could catch the railing. I don't think it would be practicable to have a platform constructed between each car, as cars are not uniform in height.

ANSWER TO No. 5.—

Of course any new coupler adopted by Canadian railways having through connections with United States railways, would have to be so constructed, that they would couple on to their cars, otherwise it would have a most injurious effect.

AGENT,
Grand Trunk Railway.

(22)

Sir,—Your favour of the 23rd inst., *re* accidents to railway employees, received, and beg to submit the following as answers to the questions therein contained :

1. Uniform height and uniform make of all car bunters and couplers.
2. Know of no practical automatic coupler. Those tried have all been too complicated and liable to get out of order.
3. By blocking the frog with a piece of hardwood sufficient distance back to prevent a man's foot catching.
4. By having wider ridgeboards, and an iron railing around the tops of all cars.
5. By arranging all frogs in Canada it would prevent all accidents in Canada from that cause, but as upwards of eighty per cent. of the entire business done on Ontario railways is done in United States cars, changes made in Canadian cars would not materially affect the number of accidents, as nothing tends more to increase the liability of accidents than a diversity of cars.
6. By the Ontario or Canadian Government conferring with the United States Government, with the view of introducing an international law governing the construction of all freight cars, much good might result.

Respectfully,

AGENT,

Credit Valley Railway.

(23)

REPLIES TO QUESTIONS OF CIRCULAR :—

1. Sobriety and care on the part of those performing such duties.
2. None that I am aware of.
3. Have the space between points filled with a block of wood made for the purpose.
4. Have the roof extended over the body of car at each end (say eight inches), with brake mast put through said extension to the top of car, with cog wheel and hook on the roof.
5. Entirely useless on Canadian trunk lines, as their trains consist largely of the cars belonging to United States railways.
6. I have no further practicable suggestions that would lessen the danger connected with the duties of trainmen.

Yours, etc.,

AGENT,

G. W. R.

(Confidential.)

(26)

SUGGESTIONS RESPECTFULLY OFFERED TO THE RAILWAY INVESTIGATING COMMITTEE.

The subject of protection to brakemen while in the performance of their duties, is one which might well form a subject for consideration at the hands of a Parliamentary Committee, as protection to trainmen means protection to public life and property, and I

feel certain that no one with a single drop of the milk of humanity can fail to be interested in the subject, and I sincerely hope that the Committee will not rest nor cease from their labours until the desired object is obtained, viz.: as far as possible complete immunity from personal risk and danger to that very important class of public servants, trainmen, etc.

While thanking the Local Legislature for the interest manifested by them in this matter, I would respectfully beg leave to suggest the following, after about eight years' experience in railway life in some of its different branches and responsibilities.

In reference to brakemen on top of cars, I find that the idea is very prevalent that a brakeman can, after a little experience and practice, run along the top of a train (running at the regular or usual speed), as easily as a person can on the ground or pavement. I may say, from my own experience, that such is not the case, and that the idea is simply absurd. It is true that after a little practice a man can get over a train with a certain degree of steadiness which can only be acquired by practice. I have frequently had to go almost the whole length of a train on my hands and knees, and hold on very firmly at that, to prevent myself from being blown off; this in windy weather. I have also had to do the same in sleety weather, or when the cars were covered with ice. As it is beyond the power of man to control the weather in any way, we have therefore to devise means by which we can counterbalance the effects of bad and rough weather. I would therefore suggest that a running board be built on top of all box and cattle cars at least two feet six inches in width, and of lumber sufficiently strong to stand the constant wear and tear, laid closely together, and extended beyond the roof of car ten or more inches, so as to lessen the space between the cars that now exist when they are coupled together. Also, that a hand-railing be placed along the side of the running board, of a sufficient height to enable a man, without stooping, to take hold of it while passing along as his duty calls him to do. My reason for advocating the railing to be placed in this position in preference to being placed around the outer edge of car, is this: when placed in the former position it would often prevent a man from falling, while the latter position would only prevent him from rolling off after he had fallen.

As regards brakes: if there cannot be another appliance for the purpose of stopping trains than the brake at present in use, I would suggest that on all box and cattle cars the ratchet wheel be so placed on the brake mast as to be on the top of cars, and that a flat platform be built around the mast, and cleated or so constructed as to form a support and rest for the feet while setting the brake, the hand railing to be carried around this platform so as to prevent a man from falling in the event of brake chain or anything else connected with the brake giving way. But I think there could be a different system of brake used, which would answer as well, if not better, than that at present in use. I think the suggestion of Mr. Brydges is a good one and could be made to work very well.

As regards car couplings, I think there are a sufficient number of automatic couplers, patented and otherwise, from which a choice could be made, but if not, if the present couplings are to be used, let the cars of all roads be built to a certain standard, with car bottoms and draw-bars on all cars, of an equal height from the rail, so that the draw-bars will meet directly opposite each other, and that the draw-bars be made with an open lip on sides; also, that the deadwoods be made at least eight or ten inches thick, and, if practicable, it would be safer if they could be placed underneath the draw-bar, as it would enable a person to see better what he was doing, and would not be so apt to catch his hand; also, that all bolt-heads and nuts be so counter-sunk in the ends of cars so that they would only come flush with the outside of sheeting; also, that a safety rod be placed along the entire end of car, so that a man can easily lay hold of it while coupling or uncoupling. In reference to frogs: There is a solid steel frog used on some roads, which is, in my opinion, perfectly safe. It consists of a solid steel point, with a shank at thick end, on which can, and is, bolted the ordinary rail. This shank is about five or six inches thick so that a man's boot cannot get caught. If there was a wedge of wood, with thick end at least five or six inches driven into the old style of frog, it would answer very well, and as the frogs are replaced it could be done with the solid ones. I also think that at switches the points should be widened so as to allow a man's foot to pass in between the rails without being caught. The yards, and every place where shunting has to

be done, ought also to be filled up with ballast to the tops of the ties, as a person is very apt to be tripped while in between cars for the purpose of coupling or uncoupling, owing to the unevenness of his footing. Another source of danger to trainmen is overhead bridges. They ought to be raised to at least eighteen feet from top of rail. I find that some companies instead of raising their bridges, place what they call a warning, in the shape of a wire strung across the line, from which is suspended a number of short pieces of rope knotted at the ends, and I believe they do more harm than good, as a man has to dodge them as well as the bridge, for the simple reason if one of them were to strike a person in the eye, it would blind him or put his eye out.

I would also advocate the appointment of an inspector or inspectors, whose duty it would be to inspect railways and their rolling stock, with a view to compelling them to keep their stock in proper repair, and everything connected with the line, so that men could work in safety; and that the inspectors be clothed with authority and power to fine or otherwise punish any company who neglects to carry out the law to the very letter; and let that law be as stringent as possible. This I ask for humanity's sake, for are not the lives and limbs of men of more value to themselves and their country than the few paltry dollars it would take to keep cars, etc., in proper repair? It is necessary to have inspectors appointed who shall be independent of any railway company, as, if otherwise, he would not dare to say anything that would reflect discredit on the company for which he was working. I hope the foregoing suggestions will be received in the spirit in which they are written.

A RAILWAY EMPLOYEE.

(27)

MEMORANDUM of a plan whereby it is believed a large amount of protection, if not perfect security, can be afforded to men engaged in the arduous duty of coupling railway cars.

Before describing the proposed plan, it may be well in the first place to call attention to the way in which accidents generally occur to men so employed.

At present the man about to couple the cars, having first seen that the link and pins are in place, usually steps in on the rail or ties between the cars, just before they come together; if the train has been backed up *very quietly and cautiously, so as just to bring the bumpers together without imparting any motion to the car that had been stationary*, the work of coupling is very simple, and can be performed, after a little practice, by any reasonably intelligent man, without the slightest danger. *If, however, as more generally happens*, particularly with a heavy train, the cars come together with a shock, the great weight and momentum of the engine and cars attached to it, usually forces the car that had been stationary violently backwards, often as much as fifty feet or more; in this case the man has, while engaged adjusting the link and pins, at the same time to keep pace with the cars, running along between them, over slippery rails, frogs, ties, switches, &c. In doing this, if he devotes too much attention to his feet, or where he places them, the chances are he will get squeezed between the bumpers; while if he devotes over attention to his hands and the work of coupling, he runs a good chance of slipping or catching his foot in a frog, switch or other obstruction, and so being run over.

The plan herein proposed, is to do away with the necessity for this divided attention, as it were, between the *work to be done by feet and hands simultaneously*.

The work of coupling by hand cannot well be dispensed with, unless by the substitution of complicated self-acting couplings, or equally complicated levers projecting outside the cars, either of which could only be adopted at great expense by local railway companies, and even when adopted, would be found very inconvenient and unreliable in practice (particularly in winter), and wholly useless when it became necessary to connect a car so fitted up with "foreign" cars having only the ordinary coupling.

Under these circumstances it is proposed to leave the mode of coupling as it is (at least till some better is introduced), but meanwhile to do what we can to guard against the

great danger to which men are exposed in consequence of *having* to run along the track between the cars while engaged at the ticklish work of coupling.

This it is proposed to do by simply suspending from the ends of the cars suitable foot-boards or stirrups, and in connection therewith, fixing convenient handles or arm straps higher up, by means of which the man can easily, with one hand, support himself firmly on the foot-board, or stirrup, while he adjusts the link and pin with the other—with these arrangements it would matter very little to him whether the cars came violently together or not; all he would have to do would be to hold on firmly and avoid putting his hand between the bumpers. He would be perfectly safe and clear of all danger, whether from frogs, switches or other impediments on the track, as well as from carelessness or inexperience on the part of the engineer.

Although it would be out of the question to expect to have this (or any other) arrangement fitted to all "foreign" cars passing over a particular line of road, still it should be remembered that the advantages claimed for it would be equally available *even when only one of the cars to be coupled was fitted as above specified*; and further it should be borne in mind that "foreign" cars being seldom or ever used for local business, are usually attached to through trains and consequently it is seldom necessary to couple or uncouple them once the train is made up.

In conclusion it may not be out of place to call attention to the fact that the cost of the proposed arrangements would be comparatively trifling, probably not more than \$2 per car, a sum which no railway or car company could reasonably object to, if by the expenditure thereof even a small portion of the accidents befalling brakemen and others engaged in this most dangerous employment could be averted.

B. P. COOKE.

BROCKVILLE, ONTARIO,
January, 1880.

(W. 2)

WINDSOR, January 30th 1880.

SIR,—In answer to yours of the 27th, asking for my opinion in regard to the safety of railroad-men, I know of none that will comply with all the requirements that you ask, but the Bolton self car-coupler, and it does its work to perfection. I have seen it work and it filled the bill; and it has been run on the Detroit, Grand Haven, and Milwaukee railroad. It was run between three and four hundred miles, and everyone that saw it pronounced it just the thing that is wanted. It gave great satisfaction to all the train hands that came in contact with it. I think it far ahead of the Miller coupler, it is cheap and durable, and I have no doubt that if it were adopted it would give great satisfaction, both to employer and employee. It is a self-coupler, and couples high and low cars, and can be uncoupled from either side, and with a third attachment the brakeman can uncouple from the top of the car without leaving his brake.

R. G.

(I)

Kennedy's self-acting brake was shewn to the Committee. It was explained that when a train was on the tension the brake was easy, but whenever the engine slackened the brake applied itself automatically, the pressure of the buffers against each other causing the brake to act. The brake had never been tested practically. It would not apply on an up-grade.

Chatterton's automatic brake was next shewn. It acted upon the entire train from the engine. It was tested last October on a single car at Moncton, N.B.

Mr. A. MOSHER, of Halifax, shewed Forrest's patent coupler. It was an appliance fixed to the pin of the ordinary couplers now in use, to allow the coupling to be done from the top or the side of the car. Mr. Mosher accompanied it with favourable certificates from Colonel Gzowski, Mr. Walter Shanly, and Mr. Frank Shanly.

BY HON. MR. FRASER.

Q. Has it been tested? A. It is being tested on the Intercolonial Railway.

Q. Was it tested on cars of different or equal height? A. I think they were uniform.

Mr. Lapham shewed Lapham's patent coupler. It is similar to those at present in use, having a wide bell mouth, and with the pin either riveted into its place, or removable, according to preference.

BY HON. MR. FRASER.

Q. Is it now in use? A. About eighteen or twenty have been in use on the Canada Southern Railway for five years; that company have not ordered any since. It will work on cars of different height.

Q. Have any other railway companies tested it? A. The Northern Railway have used a number. The Hamilton and North-Western have had them on trial for three years, and now they are putting them on all cars which they may require to change or repair.

Q. How long have they been in use on the Northern? A. Five years.

Q. How many have you supplied to the Northern? A. About three hundred.

Q. Have you supplied them to any other roads? A. A couple of hundred to the Toronto, Grey and Bruce, and about forty to the Toronto and Nipissing, also to the Whitby, Port Perry and Lindsay; for about three years past it is being fitted on to all their new cars, now being made at London. About four years ago a lot were put on the Intercolonial Railway but they were not properly made. The Great Western Railway got two a couple of months ago, and put one on each end of a car, but they cannot be tested in that way.

Q. Would a man have to go between the cars in order to couple them with this coupler? A. No, Sir; the pin will set itself. Some railroad men object to the pin being riveted, but whether it is riveted or not, it sets itself. It costs no more than the common draw-head now in use; it is made of cast iron. The pins and the couplers now in use will work with this. It will couple four inches higher or four inches lower than the centre.

Mr. CAMPBELL, of Michigan, shewed Campbell's automatic coupler. The coupling is done by the cars coming together, the appliance being similar in principle to the Miller coupler. It will, however, act with the ordinary bell-mouthed coupler, and with cars of different height. The cars are uncoupled by a handle at the side, or by placing the foot on a spring at the top of the car, near the brake.

BY HON. MR. FRASER.

Q. Has it been tested on any road? A. No, Sir.

Q. How long has it been patented? A. Two years. I obtained a premium diploma for it at the Michigan State Fair.

Q. Have you made any calculation as to its cost? A. I think it would be cheaper than the present arrangement, because it would do away with the expense to which railway companies are now subjected in keeping up a supply of bolts and links.

Mr. McWaters shewed Stapley's extended sliding foot-board. The board is fixed in grooves, through which it will move backwards or forwards, and is worked by a spring underneath. It is intended to cover the space between two cars, so as to form a continuous running board all the way along a train of box cars.

Mr. HOBSON, Chief Engineer of the Great Western Railway, was questioned in reference to a platform fixed on a shunting engine at Hamilton, so that a man stands upon it while coupling the engine to a car.

Q. Is there any reason why that could not be attached to every freight car? A. There is no reason why it could not be attached, but in the event of a collision a man would be in a very bad place. Our brakemen object to a step below the top of the car for braking.

Mr. STIFF, of the Great Western Railway, said:—It would be a source of danger. Several accidents have already occurred through men jumping on that platform on the shunting engine, and there would be more danger if a platform were attached to every freight car. In jumping on, a man would be likely to slip his foot, and to fall and be run over. I certainly think it would be a very objectionable thing to place on every freight car.

Q. We cannot provide against the consequences of a man's own negligence. But, supposing a man to exercise ordinary care and prudence, would not a platform of that kind be in his favour? A. I think not.

Q. Why do you put it on the shunting engine and keep it there if it increases the danger? A. I cannot say.

Mr. HOBSON—The principal reason why it is put there is to enable the yardmen to keep up with the engine.

Mr. STIFF—If a man jumped off he would have to jump between the cars.

Q. If a man was standing at the side of the platform, could he not jump out from between the cars? A. I don't think he could jump sideways.

Q. How much would it cost to put it on each car? A. The cost would be trifling. I don't think it would cost more than \$1.50 or \$2, perhaps only \$1. It is a question which, I think, has not yet been considered by railway men.

COMMITTEE ROOM No. 12.

February 10th, 1880.

Committee met at eleven, pursuant to adjournment.

PRESENT :

The Chairman (Mr. Young),
Messrs. Gibson,
Morris,
Nairn,
Kerr,

Messrs. Cook,
Parkhill,
McLaughlin,
Lees,
Boulter,

The Chairman read a letter received since last meeting, in answer to questions. (Marked No. 28.)

Hon. Mr. Morris read a telegram received by him from Mr. Brydges, stating his inability, owing to illness, to be present on Wednesday next.

Mr Nairn submitted a paper shewing drawing of car-coupler belonging to Mr. Sells of Vienna.

Mr. John Waddell, Harriston was called and exhibited model of a car-coupler invented by himself, and was examined by Committee.

(See paper marked K.)

Mr. Bolton exhibited a model of his patent car-coupler, and was examined.

(See paper marked K.)

Mr. Dunn, of Hamilton, exhibited a pair of model cars, shewing the working of Dunn's patent car-coupler, and was examined.

(See paper marked K.)

Mr. Rogers, Hamilton, mechanic and formerly a railway employee as brakeman &c., and at one time, Mechanical Superintendent on the Hamilton and North-Western Railway, was examined in reference to the practical working of Dunn's patent and other matters; his evidence was taken down, and is appended and marked K.

Moved by Dr. Boulter and seconded by Mr. Cook and resolved: That Mr. Dunn be allowed to produce further practical evidence in favour of his coupler at a future meeting.

Mr. C. A. Post exhibited one of his newly invented spring-blocks, intended to be placed between wing rails, and was examined by Committee.

(See paper marked K.)

On motion, Committee adjourned until to-morrow (Wednesday), at 10.30 a.m.

(28)

IN REPLY TO QUESTION 1.

The new standard draw-bar is the best, as it does away with deadwoods.

IN REPLY TO QUESTION 3.

To fill them within one inch and a half of top of rail.

IN REPLY TO QUESTION 4.

By running a hand-rail about three feet high along the top, alongside of running board, and on the opposite side to that which the brake is on, and let it project eight inches over the end of car.

IN REPLY TO QUESTION 5.

I think if we would set the example of improvement, the Americans would see the benefit of it and do likewise.

IN REPLY TO QUESTION 6.

That the Company will fix up all the brakes, as some of them are no use; the dogs are in bad condition. Many accidents happen from this; when you are in a hurry, and set one of these brakes, before you are aware it will fly off and maybe throw you off the train, which, in ninety-nine cases out of one hundred, is sure death; and I must say that the G. W. R. has the worst lot of brakes of any road in America. Whoever invented them made one of the best man-traps in the world.

AN OLD BRAKESMAN.

(K.)

Mr. J. Waddell gave evidence before the Committee concerning his newly-invented car-coupling, a model of which he produced. This contrivance is a form of link and bolt coupling, but is self-acting in that the pin is fastened to the upper plate and swings back when forced by the entrance of the link; until released it springs forward again, the lower end resting against the edge of a slot in the under plate. When the pin is at rest there is no pressure upon the spring. A leverage attachment, extending to either side of the car, enables the trainman to uncouple the cars.

Mr. Boulton, patentee of the "Boulton car-coupler," furnished a model of his invention, concerning which evidence had already been given before the Committee by Dr. Neil Munro. (See Evidence A.) The patentee produced a letter from James Montreuil, engineer on the Detroit, Grand Haven and Milwaukee Railway, certifying that he had tested the coupler for five days and that it had fully answered every requirement.

Mr. William Dunn, of Hamilton, inventor of Dunn's patent car-coupler, produced models of two cars with his coupler attached. The link which forms the actual coupling between the cars, is driven between the jaws of the coupler. A hook at the top is forced up until the end of the link is passed, when it falls, thus confining the link. Mr. Dunn stated that couplers of this pattern had been put upon cars on the Hamilton and North-Western, and Great Western Railways. On the former road the ends of the cars were smashed before the couplers gave way. On the latter road the couplers had been

in operation for almost two years. As the link was used, this contrivance would couple with the ordinary pin coupler now in use. The Buffalo and North-Western Railway had given orders to have this coupler attached to two hundred cars, with a view to giving it a thorough test. Owing to the manner of its construction, this contrivance would couple with cars two inches below or four and one-half above its own height. He thought the cost of attaching this coupler would be about \$6 per car.

MR. WILLIAM ROGERS gave evidence before the Committee concerning "Dunn's patent car-coupler" and other matters.

BY THE CHAIRMAN.

Q. Where do you reside? A. In Hamilton.

Q. Have you had any railway experience; if so, how much? A. I have had an experience of about twenty-seven years.

Q. What positions did you fill? A. Mechanical machinist, engineer, mechanical foreman, and mechanical superintendent.

Q. Have you had any experience as brakeman? A. No, but I ran a train for seven or eight years, and was brought into contact with brakemen every day.

Q. Have you had any experience with this Dunn coupler? A. I put on the first one that ever was put on a car. I had then the mechanical superintendency of the Hamilton and North-Western. During my stay for two years it worked very well, and we have some of the heaviest grades there are in the country on that line.

Q. Were you on the trains on which it ran? A. Yes, and I took chains with me in case it would break, for of course I did not know how it would work in practice, and I did not want to detain my trains.

Q. You found no breakage on the part of the coupler? A. No.

Q. And no difficulty in coupling or uncoupling? A. None whatever.

Q. This was on freight trains? A. Yes.

Q. Did you run them the entire length of the road? A. I don't know that I ever sent them to the far end of the line. This was on the Lake Erie end.

BY MR. PARKHILL.

Q. Are the grades as heavy here? A. Yes I think so. The mountain grade is a very heavy one—eighty-two feet to the mile.

Q. That is a very large grade near Hamilton? A. Yes.

BY THE CHAIRMAN.

Q. Did you recommend the Company to introduce this style of car-coupler? A. I told the Directors what I thought of it; but I knew they could not go to any expense. Of course they did not take any action in the matter. Their financial position was not strong enough to allow them to do it.

Q. Did you have any experience with other self-couplers. A. Yes, three or four; one for a man named Griffith; I have forgotten the names of the others. I found they did not act very well.

BY MR. GIBSON.

Q. How does this work where the cars are of different heights? A. It would couple at a difference of four or five inches, perhaps six inches. I could not say it would really couple at a difference of six inches.

Q. Would not this hook be liable to get out of order? A. So far as the hook is concerned, I don't think it could be easily damaged in taking almost any strain. I suppose it is twice or three times as strong as any pin you could get.

Q. Do you know to what extent this coupler has been used on the Great Western Railway? A. No; I have not been on that road for over six years.

BY THE CHAIRMAN.

Q. Did you ever see any other automatic coupler that worked satisfactorily? A. There was one I saw that stood for a time. The great trouble is that they cost a few cents more than the original draw-head, and that don't suit the railroad people; it is not the safety of life and property that they look to, but the amount of extra original cost.

BY MR. GIBSON.

Q. What is your opinion as to the absolute merits of that coupler? A. I think a great deal of it; I think it is a good invention.

BY MR. BOULTER.

Q. Would you put it on a road if you had the management of it? A. Yes, I would. If they equip a train properly, there is no need for a brakesman going between the cars.

BY MR. PARKHILL.

Q. There are none of these in use on the Hamilton and North-Western now, are there? A. No; I believe not. The end of the car got broken, and I suppose the company did not care to go to the expense of putting these couplers on other cars.

Q. What is your opinion as to having the ladder on the end of the car? A. I think the ladder ought to be on the side; it would be better for men going up and down. There is a chance for a man if a rung breaks. But if the ladder is on the end, and a rung breaks, he falls between the cars. There is no chance for him in such a case.

Q. I think the side is the best. There are a great many Grand Trunk cars with the ladder on the end? A. Yes. It should not be. One rung might be put on the end for a man to catch hold of and swing himself round to the side. My idea is that a man should not go on top at all. The braking could be done without that. Say, for instance, on a Great Western train of twenty-five cars, they ought to have two loaded brake vans. The engineer might control the first brake in his tender, which is always well loaded. The conductor might see that the brakes were put on at the other; and the train should be brought to a standstill before coming to any down grade, as they do in England.

BY THE CHAIRMAN.

Q. But the cars in England are lighter and smaller than ours, and their grades not so heavy. Would that system answer here as it does there? A. Yes; I think it would.

BY MR. KERR.

Q. Would you have the van in front or behind? In any case it would not brake a train of thirty cars. A. No Canadian railway carries so many cars in one train, except the Canada Southern.

Q. They do on the Grand Trunk from Brockville down? A. Well, they may there, but not over the whole road. They can't at this end of the line.

Q. As a matter of economy you would not advocate the running of two loaded cars, to be used only for braking, supposing you were running a road yourself? A. But economy is not the only thing; you must consider the brakesman's life.

Q. But I say there is no more danger in a brakesman's position than in others, if a man looks out for himself and attends to his business. A. But I have seen them killed when attending to their business. It is then they get killed. All trains should be brought to a standstill before these heavy grades. On the Hamilton and Lake Erie road all trains were brought to a dead stand before coming down the mountain grade. We only took twenty-five cars down that grade, and we could do it with three brakes.

BY THE CHAIRMAN.

Q. Would it be any advantage to run a railing about three feet high along the side of the car? Would it not be a great assistance to the men in icy weather? A. Yes; there are cases where men have rolled over the side of the car. Sometimes to keep themselves from slipping they take their boots off. I have seen them do it. This railing would be an assistance to keep them from rolling off, even if they did slip. It would have to be run pretty close to the top of the car or a man would roll under it.

BY MR. PARKHILL.

Q. Are there not on the Grand Trunk, and perhaps on other roads, a kind of car known as "iron-clad," covered with sheet-iron and very dangerous to brakemen? A. Yes; I believe I have seen such cars, and I consider them very dangerous for the brakemen.

Q. Talking with a conductor on the Hamilton and North-Western Railway, he said that a railing about a foot or eighteen inches high, along the edge of the running-board, would be a good thing. He did not approve of having a short rail at the end of the car, as he thought that on a dark night a brakeman might trip on this rail. A. Yes; that is the trouble about a hand-rail on the end. When a man is running along the top of a train and strikes against something as he is jumping from one car to the other, he is bound to go over.

BY MR. COOK.

Q. From what part of the car do brakemen most frequently fall? A. Mostly in stepping from one car to another. If he slips in the middle he has a chance to recover himself before he rolls off at the side. And even if he does roll off he does not get killed unless he breaks his neck.

Q. Do you think it would be practicable to have a net hung between the cars, so that if a man did fall he would be caught before reaching the rails? A. I hardly think that would answer. It would have to be hooked off some cars and hooked on to others every time you stopped.

BY MR. PARKHILL.

Q. You approve the idea of extending the running board over the end of the car? A. Yes.

Q. But not a greater distance than six inches? A. No. On the Hamilton and North-Western, some of the roofs are extended about six inches. That gives you a little shorter step. The distance between the cars of course altogether depends upon the length of the draw-heads.

BY THE CHAIRMAN.

Q. It has been suggested by a railway authority, that the coupling of cars might be more safely done, if a small platform were made at the end of each car, near where the draw-head is, with an iron ring or stay above it for a man to catch hold of, and he could then stand on the platform and adjust the pin and link when the cars came together. He would thus avoid the necessity of walking over the frogs or rails at all. What do you think of that plan? A. No; that would not do at all, if the engineer brought the cars together as hard as is often done, the brakeman would get hurt. If you take my advice, you will not do that.

BY MR. COOK.

Q. Some companies in Pennsylvania make their men use a stick in coupling? A. I believe they do, but in that case they have got to first place the pin in position, and then hold the link. I don't see how they could do it.

Q. But they can hold the link up with the stick, and not go between the cars? A. Yes; but look how long it takes them.

By MR. GIBSON (Hamilton).

Q. Have you any interest direct or indirect in this coupler of Mr. Dunn, of which you have spoken? A. None at all.

By THE CHAIRMAN.

Q. And your opinion is that it would be a complete success? A. Yes, Sir.

By MR. GIBSON (Hamilton).

Q. Would there be any advantage in using this in the speed with which trains could be made up? A. Yes; great advantage. Now, a man has to go between every two cars, but with this coupler they would couple themselves at once without wasting any time.

By MR. KERR.

Q. The running board, you think, ought to be made of three seven inch boards, with an inch and a half space between them? A. Yes.

By THE CHAIRMAN.

Q. The suggestion is made that the running board should be three feet wide? A. Eighteen inches would be better than three feet.

By MR. BOULTER.

Q. How about creepers; would it not be a good thing for the brakemen to wear them when the tops of the cars are covered with ice? A. I don't think it would be any use.

By MR. COOK.

Q. Now I want to ask you a question I asked of another witness. Mr. Aymong told us when he was before the Committee, that it would be impossible to throw a switch open a distance of six inches. What do you think about that? Would it be practicable to increase the distance the switch swings? (*See Evidence A.*) A. Yes; it would be possible. It could be done.

By MR. KERR.

Q. But would it not increase the danger of running trains over the main line? A. Not a bit of it.

Q. Why not? A. Because, supposing the rails were here as in a switch, what difference can it make whether I throw this rail three inches or six.

Q. If you make a throw of six inches it would curve this movable rail so much, that when the wheels struck it, it would be liable to break, or to make the train jump the track? A. Not at all; you could brace the rail so that it would not break, and the flange of the wheel would keep the locomotive on the track all right. A train don't go forty miles an hour into a siding.

By THE CHAIRMAN.

Q. Mr. Aymong said it was utterly impracticable, and Mr. Hobson said that in doing so, you would weaken the rail by giving it too sharp a curve and would greatly increase the chances of an accident happening? A. The rail could be lengthened so that there need not be too great a curve. If there was a wider throw of the switch, a man's foot would not get caught. Then they ought to fill in the mouth of the guard rail.

By MR. KERR.

Q. But if they did that the obstruction would catch the flange of the wheel which passes inside next the guard rail, and the train would be thrown off the track. A. They

don't need to fill it right up to the main rail. If they would fill in under the upper flange of the guard rail, that would be enough; even if a man's foot did get caught he could pull it out again without difficulty.

Mr. C. A. Post exhibited a specimen of his railway safety block, which he said had been in actual use on the Grand Trunk Railway track at Guelph. The block consists of two plates of iron with cylindrical pieces of India rubber between them as springs. The block rests between the wing rails, fitting close up under the flange. A small self-acting door at the end is intended to keep out snow and ice. When the flange of the wheel passes over the block it is pressed down, but immediately the pressure is past it springs up again. The springs are sufficiently strong to enable the block to sustain a weight equal to that of a man.

LIBRARY,

February, 11th, 1880.

Committee met pursuant to adjournment.

PRESENT :

The *Chairman* (Mr. Young),
Messrs. Fraser,
Bell,
Parkhill,
Morris,

Messrs. McLaughlin,
Kerr,
Gibson,
Cook.

Minutes of previous meeting read and approved.

Mr. Spicer, Superintendent of the Grand Trunk Railway, was examined. His evidence was taken down by short-hand reporter, appended and marked "L."

George N. Geddes, of Glenmorris, exhibited a railway frog protector, and was examined. (See "M.")

Mr. Wallis, Mechanical Superintendent of the Grand Trunk Railway was examined, evidence taken down by short-hand reporter, and is appended and marked "N."

Mr. Cumberland, Manager of Northern Railway was examined, and his evidence taken down by short-hand reporter, and is appended and marked "O."

Mr. Hannaford, Chief Engineer of the Grand Trunk Railway, was next called and gave evidence which was taken down by short-hand reporter, and is appended and marked "P."

Charles Appleton, Whitchurch, exhibited a model running-board for freight cars, also one of a car-coupler, examined by Committee. (Notes appended "Q.")

The Chairman submitted letter from D. D. Campbell relative to his patent car-coupler.

On motion, the Committee adjourned until Friday next, 13th inst., at eleven a.m.

(L)

Mr. W. J. SPICER, Manager of the Grand Trunk Railway, appeared before the Committee and gave evidence concerning the subject under investigation. He proceeded first to answer *seriatim* the questions upon the printed slip issued by the Committee. The following are the questions with the answers given by the witness:—

1ST QUESTION.—What do you consider the best practicable remedy to prevent accidents happening in the coupling of cars? A. I can only say that I think great carefulness on the part of the men is the only practical remedy to prevent accidents. We find that it is not the new hands who most frequently meet with these accidents, but the experienced men who have been long accustomed to the work. It would almost appear as if experience begets indifference to danger, rather than increased carefulness to avoid it. That is our experience. I may say in regard to that, that I re-issued last February some instructions which I had formerly issued, and it might be as well for me to read them to the Committee as bearing on that point.

The following are the instructions produced by witness:—

GRAND TRUNK RAILWAY OF CANADA.

(RE-ISSUE.)

ORDERS AND SPECIAL INSTRUCTIONS TO BE OBSERVED AND OBEYED BY ALL EMPLOYEES
CONNECTED WITH THE WORKING OF THE TRAFFIC.

Caution to Trainmen, Shunters and Couplers.

Every employee is expected to make himself thoroughly acquainted with the regulations, and special orders and instructions issued by circulars, referring to his particular duties, knowing that a safe working of the traffic depends, to a very great extent, upon a faithful and strict compliance with the Company's rules and official orders.

We have had to record a large number of distressing casualties with freight train brakemen, shunters and couplers, who have met with accidents in the discharge of their duty.

It is feared that many of these unfortunate cases result from an almost reckless *disregard of danger* on the part of the men, it generally happens that the injured man has had a long experience in his work, and it would seem as if the experience begets *indifference to danger*, instead of constant *caution* and *carefulness* when moving about station yards, coupling cars, and on the top of freight trains.

There is no doubt that you often place yourselves in positions of *unnecessary risk*, for instance, in running or walking along the track in front of moving cars and engines; in deliberately and recklessly standing on the track, and springing on to the *approaching* end of a shunting engine or moving car; in not keeping clear of the frogs in station yards, and in not remembering the locality of overhead bridges.

The coupling gear of cars and engines, is not *uniform*, either in style, height or condition.

All employees are earnestly requested, before attempting to couple, or before stepping in between cars and engines, to carefully *examine* the couplings, dead-woods, and loads. *Rails and lumber on platform cars sometimes shift, and extend beyond the ends of cars. Look sharply to this before you attempt to make a coupling*, and, in moving about station yards, look out for rail frogs.

Work cautiously, and be careful for your own and others' safety.

No reckless person can be retained in the Company's service.

I issue this order as a caution, in the hope that it will have the effect of making you realize the danger, and be more careful about your personal safety. There is at all times risk enough attending the proper discharge of your duty, but it is utter folly to trifle with danger, and to disregard the precautions which should be observed by every man in the performance of his work.

W. J. SPICER,
Superintendent.

Montreal, 1879.

Mr. SPICER continued—These instructions shew that we are not indifferent to the safety of the men—we have cautioned them repeatedly. There are, of course, a number of inventions for coupling, in fact their name is legion. We have tested a good many of them, but found that we could not work with them. They got out of order almost immediately they are put to a thorough test, and then they are useless. We never yet had one that answered the purposes claimed by the inventor. At the same time there is a coupling being introduced by the Intercolonial Railway—the Lapham coupling. We have examined the working of this upon the cars passing over our road, and find that 75 per cent. of them are out of order and useless as self-couplers.

BY THE CHAIRMAN.

Q. What number of cars did you examine this coupler upon? A. That was a statement made by our car inspector. Our mechanical superintendent is here, and can give

you more information upon this point than I can. He has examined them thoroughly, and the result of his examination shews that these couplers are not at all reliable. In fact with some of them, our men beg us to take them off, as they are a source of great danger and discomfort in working.

2ND QUESTION.—Are there any automatic couplers which have been successfully used on freight cars? If so, name them. A. I do not think there is one, so far as I am aware. They get out of order very soon.

BY MR. MORRIS.

Q. Can you speak with regard to the practice enforced on some roads of using a stick or piece of iron in coupling? A. Such a thing is done occasionally, but the men do not care to work with it. They think it a bungling way of doing their work. They have to use both hands in making the coupling, one to guide the link, and the other to put in the pin. They require, ninety-nine times out of a hundred, to use both hands in making a coupling on freight trains.

BY THE CHAIRMAN.

Q. But I don't see that there should be any difficulty in using a stick? A. Well perhaps there is no great difficulty. I know the order has been issued on several roads; but the men don't do it as a general thing. It is a troublesome way of doing their work, and they get careless about the use of it.

Q. I am told that some roads have made compliance with this rule a condition of employment, and that they discharge any man who infringes it. A. I know that efforts are made to enforce such orders, but I know from my own experience, that they are not carried out.

3RD QUESTION.—What do you consider the best means to prevent accidents arising from railway frogs? A. I find from our experience that men do not so much meet with accidents from the frogs as in the wing-rails, or in the guard rails. A block inserted in the frog might be introduced and we have introduced it to some extent, but I see no way of overcoming this guard rail difficulty. We can't possibly block up that, because the flange of the wheel has to run through it. I think these accidents result more from tripping while walking or running in front of moving trains, than by men having their feet caught in the rails.

BY THE CHAIRMAN.

Q. Could not the space at wing-rail be filled up to within a short distance of the top without fear of accidents? A. The space might get blocked up to some extent. Our engineer, Mr. Hannaford is here, and can speak more particularly upon that point. A block might be made to rest on a spring, but I hardly think it would be practicable.

Q. A Mr. Post who was here yesterday had a block with a spring for the very purpose of putting in the wing rail. A. There might be something in that perhaps.

4TH QUESTION.—What changes in freight cars are practicable to render greater safety to brakemen when engaged in stopping trains? A. During the past year I think we had seven fatal cases of men falling off trains throughout our entire system of railway. The majority of them fell off the ends of the cars, not by slipping and falling over the side, as you would suppose. And most of these accidents happen in the station yards, while the shunting is being done, not while the train is running between stations. I think that as an additional means of safety, the running boards might be widened and extended over the ends of the cars a few inches.

BY THE CHAIRMAN.

Q. What width would you have the running-board? A. Eighteen inches wide.

Q. Would you approve of a railing along the running-board about three feet high, that a man could take hold of it as he was passing along the top of the train. That has been suggested by some who have sent in answers to these questions. A. If it were adopted on all the railways it might be beneficial, but we have the cars of 280 companies

running over our system and these cars are of different kinds of construction. There is a difference in their height, and in many other ways; I don't suppose we could get them all to adopt this rail improvement.

Q. But would it not be a benefit if it were put on your own cars? A. No, unless it was on all it would be a trap rather than a safeguard.

Q. If it were adopted by all, you think it would be a benefit? A. Yes; it might be a benefit. Men fall off the end of the car though. In applying the brake, the dog or ratchet may give way and the man falls. And besides, in shunting about the station they lose their balance and fall between the cars.

Q. It has been stated by those who have sent in replies to the questions put on this paper, that in trains of about fifteen cars there are perhaps only three or four brakes that are perfectly reliable. A. I do not think that is so; the brakes are examined thoroughly when the cars come in, and are looked to every fifty or sixty miles they travel, and if there is anything defective we have it put right.

Q. But even though that is the case, accidents occur very frequently from the brakes being out of order. A. The ratchet sometimes breaks, and makes the man lose his balance.

Q. Would it be injurious to the companies or to the cars to have the ladder at the side of the car instead of at the end, so that if a man fell he would fall off the side and not between the cars? A. It would answer to have a ladder at the end as well as at the side, if it were thought advisable to have one at the side, though I never thought of that before.

Q. Why have the ladder at the end at all? A. The men need it when they have to go from a low to a high car, say from a wood car to the top of a box car.

Q. Those who have sent communications on the subject have very strongly recommended that the ladder should be placed at the side. A. You must have one on the end in any case. I may say with regard to this braking, that we are now testing two new inventions intended to overcome the difficulty. One is by Dr. Smith of Stratford, who has patented it, and the other by Mr. Leduc of Ottawa. We are anxious, if such a thing is practicable, to introduce it. I would like it, not only for the safety of the men, but for the necessity of running trains cheaply, and also for the safety of the rolling stock. The better brake power we can get the better for the company. We are at all times anxious to test inventions of that kind.

BY MR. MORRIS.

Q. Are you acquainted with the English system of braking cars? A. Yes.

Q. Would there be any difficulty in introducing that system upon our Canadian lines? A. Yes; in England they generally stop before every grade and hook down so many brakes to keep the train under control. Their cars are not so heavy as ours. It would be impracticable on our system.

BY THE CHAIRMAN.

Q. Could not the system be used without stopping at every grade? A. By a brake-van, yes; but two vans would not control our trains. We need eight or ten brakes.

Q. Would it increase the expense of running? A. Yes; the engine would have to haul so much dead weight, and therefore fewer paying cars, and even then it would not avoid the necessity of a man going on top of the cars, for two brake-vans would not control the train.

BY MR. McLAUGHLIN.

Q. If you had the steam brake in the forward van, as it is asserted there is more power with that brake, would that not, with the ordinary brake on the van behind, be sufficient? A. It would be a brake on one car only. You can only apply so much brake power, because, if you go beyond that, you will probably "skid" the wheel. It is a very serious matter to "skid" wheels. It is very likely to cause breakage, which will be almost sure to result in accident.

5TH QUESTION.—What would be the effect of changes in the couplers, frogs and cars of Canadian railways whilst those of the United States remained as at present? A. Of course in the event of any legislation making it compulsory for a certain description of coupler or brake power to be applied to cars running in Canada, it would seriously interfere with the running of our through traffic. As I said, we have the cars of two hundred and eighty different companies running over our system. The difficulty would be to get them to adopt what we considered right.

BY THE CHAIRMAN.

Q. What portion of the improvements would interfere with the traffic? A. Any alteration whatever in the car. Of course a change in the frogs would not in the least interfere with the traffic. But any legislation with respect to the coupler or the brake power would affect us very seriously.

Q. It does not follow that any change in the coupler would affect you. For instance, several of the automatic couplers shewn to the Committee allow the use of them with the ordinary drawhead. A. Well, that objection might be overcome, but so far as its application to our own cars is concerned it would not have any detrimental effect.

Q. There is of course this to be considered, that foreign cars are through cars very largely, and there is not the same need of coupling and uncoupling that there is in other trains. A. But there is a great deal of it has to be done. We have to make the trains up at all the locomotive stations. An engine in one district can haul more than the same engine in another.

Q. But I don't see, even in that case, that it would seriously interfere with the traffic. Can you point out in what way it would do so? A. Well, I don't know, further than that if there were any law passed to make it compulsory for all cars running through Canada to have such and such a kind of coupler it would prevent foreign cars coming in.

Q. But then we could not do that? A. There is then to be no legal interference in such matters?

Q. Of course, though we made it necessary for all cars in Ontario to have these improvements, it would not be so effective as if all, foreign cars included, were alike; but I don't see that it would interfere with the traffic? A. Not unless it was made compulsory that all cars were to be fixed up in the same style before passing through Canada. I have stated my suggestion to secure the safety of the men, viz.: to widen the running-board and extend it over the ends of the car.

BY MR. KERR.

Q. You would have it about two feet wide? A. Yes; about eighteen inches or two feet wide.

BY THE CHAIRMAN.

Q. Is there any difficulty in the way of making it three feet wide? A. Yes, the roof of the car slopes from the middle down to each side, and by increasing the width of the running board you increase the distance between its edge and the roof of the car, so that if a man slips off the board he has not such a good chance to recover himself.

BY HON. MR. FRASER.

Q. Have you had any actual test of the Lapham coupler on the Grand Trunk? A. No.

Q. What you say about it then is not from your own knowledge of it, but is what you have heard from your officers, who have had to do with the examination of the cars as they passed over your road? A. Just so.

Q. They have represented that seventy-five per cent of these couplers are out of order? A. Yes.

Q. Seriously out of order? A. Yes, so far as to render them useless as automatic couplers.

Q. What proportion of the ordinary couplers now in use get out of order? A. That I am not prepared to say. Mr. Wallis, our mechanical superintendent, is here, he can tell you.

Q. Then I understand that you have no automatic couplers in use? A. We have not, except on passenger trains.

Q. I understand you to agree that most of the accidents happening to those engaged in coupling cars occur from their stumbling on the track; that the danger is from the use of the feet more than from the use of the hands? A. Yes.

Q. What have you to say to the suggestion made to this Committee, that at the end of the car there should be a narrow platform extending from side to side, upon which a man could stand, and, holding on to a hand-rail or something higher up, could do the coupling, thus keeping his feet free from the track? A. I think it would be a dangerous thing; the men would get caught between the platforms, and would get their legs broken.

Q. Why? A. Because they have to use both hands in coupling, and they could not hold themselves on the platform.

Q. But brakemen say they can couple as easily with one hand as with two. You say one hand is used in guiding the link and the other in putting down the pin, but is that necessary? A. So far as my experience goes, that is the way they make up trains.

BY MR. KERR.

Q. Especially with foreign cars? A. Yes, especially with foreign cars, on account of the difference in the heights of the draw-bars.

BY HON. MR. FRASER.

Q. This difference in height makes it necessary to use both hands. But what I want to get at is whether it is not, after all, a mere question of saving time. Could not the hand that guides the link put the pin in also if time were given? A. They want to catch the link with the pin as soon as possible. If they did not the chances are the work would never be done. That suggestion is impracticable in its working. I speak from what I see and hear almost every day.

Q. This suggestion has been made by a gentleman who has been a railway manager and who has given this subject some attention. A. Well, I have had twenty-five years' experience in railroading in this country. My desire has been, as I shew you from the orders I have issued, to prevent accidents.

Q. Quite so; I am only suggesting that it is strongly recommended to us, but it is of course quite possible for other managers to differ from him entirely. A. I do not say it is not possible. The men themselves I think would not care to use it; in nine cases out of ten they would couple with both hands.

Q. I suppose there is no doubt some of the accidents could be prevented by filling in the frogs. Do you fill them in on the Grand Trunk? A. In some places.

Q. That is something that you could do at once? A. Yes; if it was thought advisable. It would do well enough with the frogs, but it would not do in the wing rails.

Q. Does not some of the danger come from the foot not being able to be drawn out owing to the flange of the rail? A. Yes; they get the sole of the boot under the flange and then they can't get the foot out.

Q. Could not that part of the rail in the frog, or guard rail, or wing rail, be filled up so as to do away with that flange altogether. Why not have a straight piece of iron there without any flange? A. I suppose that would be possible.

BY THE CHAIRMAN.

Q. Would that interfere with the running of the train? A. Not necessarily; the guard rail, whether the flange was filled or not, would need to be sufficiently close to keep the train from running off.

Q. Is there any reason why that should not apply to the wing rails? A. It would tend to weaken the rails.

By HON. MR. FRASER.

Q. The old "U" rail had no flange? A. No.

Q. There was no danger likely to arise from the use of that rail? A. Not necessarily. We have had accidents with the "U" rail. The chief cause of accidents is that men persist in walking on the track in front of moving cars, and sometimes they trip and get run over.

Q. Coming to the question of brake-vans. In the majority of cases where brakes are being used on ordinary freight trains, a brake-van in front and one in rear would do the braking. Now, under the present system when a brake has to be applied, a man would have to go out on top of the cars to apply it. Could not brake-vans do that work? A. On the level; yes.

Q. You approach your stations almost always on the level? A. Yes; either at the top of a grade, or at the bottom.

Q. You cross trains on the level as nearly as possible? A. Yes.

Q. In these cases the stopping could be done by two brake-vans, one in front and one in rear? A. I think so.

Q. Would it not be more certain to be done by these brake-vans than if the same brakes were applied in the old way? A. I don't think so.

Q. Does not the brake from the van apply more readily and work more powerfully? A. Well, it might be somewhat quicker perhaps.

Q. If the vans were used they would be part of the rolling stock, would be under your own control, and might be used on any trains? A. Yes.

Q. So there would be no difficulty arising from your trains being made up of cars coming from abroad? A. No.

Q. Well, now, the use of the brake-van in those cases, would tend to lessen the dangers of braking? A. Yes; it would overcome the necessity of men going on the tops of trains to so great an extent as at present, but it would not do away with it altogether.

Q. Not altogether in the cases of long trains of heavy cars, for of course they would require more brakes than the vans could supply? A. Yes; we have to apply ten or twelve brakes sometimes.

By MR. KERR.

Q. Although the stations are on the level, as a rule, yet the approach to them is often a very heavy grade; is it not? A. Yes.

Q. You have to begin to put on the brakes a mile or so away sometimes? A. Yes, sometimes as much as two miles away.

By HON. MR. FRASER.

Q. But a majority of cases do not occur where grades form the approaches to stations. These are the exceptions, not the rule. The state of the case, as a rule, is what I am trying to get at. In a majority of cases the two vans would do all the braking required by a train, especially if steam power was used in working the brakes? A. Yes; if the vans were properly weighted, and had powerful brakes.

Q. What is the average number of your own cars upon through trains? A. Very often there are through trains without any of our cars on them at all.

Q. Does it not more frequently occur that you have some cars upon these trains? A. Well, when through business is very heavy we might have over fifty per cent. of through trains without any of our cars.

Q. Then there would be fifty per cent. having your cars among the rest? A. Yes.

Q. Would there be any difficulty when you made up your through trains, in putting all your own cars in one particular part of the train? A. In making up our trains we place the cars according to the stations they are going to.

Q. I am speaking only of through trains, which I understand go right straight through without a break? A. But they do not. In some places the engine will draw more than in others, and the trains have to be broken and made up again accordingly.

Q. Would there be any difficulty beyond the loss of time in putting all your own cars together in one part of the train? A. It could be done.

Q. If that could be done there would be no difficulty in applying the steam brake to those cars belonging to your own company? A. No. That is if you could get a practicable, reliable steam brake. I don't know what brake you are referring to. We have not seen anything yet that would work satisfactorily.

Q. I am proceeding on the idea of applying a steam brake such as is in use on passenger cars. A. That would not do; the slack between the cars on a freight train would prevent the use of that brake. It would break the coupling.

Q. Yes; provided they were too taut. A. Yes; in freight trains there is a slack between the cars. In passenger trains the platforms are close together; there is no play between them.

Q. I am not talking now of the coupling or the platform. I am talking of the tube that conducts the steam and applies it to the brake. That is not taut between the cars; that hangs loosely? A. There is a rubber connection between the cars for carrying the steam along; that hangs loosely.

Q. Why not make that rubber connection between freight cars in the same way sufficiently long between each two cars to admit of all necessary play? A. I am not prepared to say as to that.

Q. If the steam brake could be applied in the way I suggest, fifty per cent. of your through trains could have the van attached in front? A. Undoubtedly.

Q. In that case, fifty per cent. of the braking on these trains could be done without the necessity of a man going on top at all? A. Undoubtedly. The brake though would get out of order. These are very expensive affairs and to knock one out of order would mean a loss of as much as a car would make on a trip. Then, when our cars would go abroad, the servants of foreign companies would take no care of any expensive fixings of that kind.

Q. Whatever may be said with regard to that, such objections would not apply to the van? A. That's so.

Q. And in the large majority of cases these two vans would do the work? A. On the level they would but not on the grade. It would not be safe to trust to two vans with a freight train. It might be running into other trains and endangering public safety. I would not feel satisfied in approaching a station unless I had the men on top. I could not depend upon the men in the van. If a man is not looked after he will go to sleep. If you have the men on top, the conductor can see that they are doing their work. Now, with our present system, we require one of the brakemen to ride on the engine; the engineer sees that he does his duty, and the conductor sees that the rear man does his.

Q. You might have the same rule applied to the van—make one of the brakemen ride in the engine? A. There would be nobody to look after him in the van, and anyhow with that plan, he would have to go on top—he would have to climb over the tender to get into the van.

Q. He has to do that now to get on top of the car? A. Yes. In shunting at stations it would be still necessary for men to be on the tops of cars to apply the brakes. Most of these accidents, as I have said, occur when the work is going on at the stations; very few of them occur when running between stations.

Q. Now, it has been suggested that the present method of placing the catch of the brake is wrong, and calculated to endanger the lives of the brakemen. It is said the cog should be at the top of the car instead of on a sort of shelf at the end; but there is a difference of opinion; some think it would be better on top, and some the other way. It is said that when it is at the side, they have a better purchase on the wheel, and if any thing gives way they are not so likely to fall off. What is your opinion? A. I am not in favour of one more than of the other.

Q. You think there are chances of danger either way? A. I would feel better satisfied with them on top of the car, for the reason that it would do away with the necessity of stepping between the cars. There is an element of danger in that, there is no doubt about it.

Q. It has been suggested that a good many of these accidents occur by men falling off the trains at night? A. I don't think they do.

Q. A good many of them do. Within the last few months I have heard of several. There was a man killed a short time ago by falling from a freight train between Brockville and Maitland, and he was not missed until the train got to the next station. A. I recollect that case.

Q. A suggestion has been made that possibly the men mistake the length of the car, and not noticing when they come to the end, step between the cars. It has therefore been suggested that if the tops of the cars were painted of a light colour, it would shew up in the dark, and they would be able to avoid the danger? A. You would have to paint them continually, for the smoke from the locomotive would soon blacken them. Besides there are a great many foreign cars coming in all the time, and we could hardly undertake to paint them all.

BY THE CHAIRMAN.

Q. Supposing the running board only were painted? A. It would be blackened in a single trip. I find that most of these accidents in coupling occur in the day time, and that goes to shew that the men are more careful when doing work at night than they are during the day.

Q. Still it is easy enough to be seen that he has so many things to attend to in coupling cars, that accidents must take place? A. They must. We have about a thousand train-men continually upon the road.

(M)

Mr. GEORGE N. GEDDES of Glenmorris produced before the Committee models of his patent railway frog protector, and answered questions concerning it, put to him by members of the Committee and other gentlemen present. The protector consists of a piece of sheet iron shaped to fit the frog or space between guard rails, &c., with one end bent down so as to allow it to be fastened to one of the ties or to the rail. The pressure of a locomotive passing would press it down, but it would bear the weight of a man so as to prevent his foot being caught in the frog. One end being open, ice or dirt might accumulate under the plate. Mr. Geddes stated that these might be made in a railway company's own shops, out of old boiler plate, at a cost of about from 12 to 15 cents a piece.

(N)

Q. Mr. HERBERT WALLIS, Mechanical Superintendent of the Grand Trunk Railway, appeared before the Committee and gave evidence.

BY HON. MR. FRASER.

Q. How long have you had practical experience in railway matters? A. Since I began to serve my time—about twenty years.

Q. You are now on the Grand Trunk Railway? A. Yes; have been since 1871.

Q. I suppose your answer concerning this question of couplers would be the same as Mr. Spicer's? A. We have a good number of improved couplers on the Grand Trunk. There is the Safford draw-bar; it is not automatic, but requires a pin and link just like the old ones. It is the one we think most highly of. We have 150 cars with it on. It is very simple. The end of it is partly hollowed out so as to prevent men's fingers from being caught. A man must go between the cars to couple with it. There are no springs or extra machinery to get out of order. It is a simple draw-bar, the only difference between it and the old one being the hollowing out of the head; it is just as strong and just as serviceable as the old one. It is the best I have seen.

Q. Have you any opinion as to the Lapham coupler? A. I have never tried it; but I have seen it, and my opinion is that the catch that is supposed to hold the link would be liable to be driven back in the draw-bar and get broken.

Q. Have you examined it as it is in use on the Intercolonial? A. I heard what Mr. Spicer said in his evidence. What was said about the number that was out of order was simply a remark of the officer he speaks of. I do not know what examination he made,

but that he did make some I know. He stated that there were seventy-five per cent. of them out of order, and that they were out of order from the reasons I have mentioned, that is, the catch was driven back and broken. As to what was the basis upon which that percentage was calculated, I do not know. It does not absolutely prove anything. I would qualify it in that way, because the coupler has not been absolutely tested upon our road.

Q. Have you any opinion as to the platform at the end of the car for a man in coupling to stand upon? A. I do not know that I understand how you would have them.

Q. The same way as the platform upon a shunting engine. A. How high above the rail?

Q. I cannot say, from my personal knowledge, how high they should be above the rail. It would be sufficient to prevent danger in that way, and still not so high as to make any chances of danger to the person using it. A. It would have to be high enough to clear obstructions, and it would require to stand back in such a way that the men would not be caught by it. Because it would be upon both ends of the car, and the danger would be that when the cars came together these platforms would come together too, and perhaps break a leg.

Q. That could only occur where a man stood upon the track to couple, instead of on the platform. A. He would have to couple from the railway track sometimes. There would be so few of them in practical operation, unless the same idea were carried on the American railways, that there would be two systems of working, one in going on the platform and one in coupling while on the track. The chances are that the men would get caught.

Q. Do you think that would increase the danger? A man could use his eyes to see whether there was a platform on any particular car or not? A. He has to work at night as well as in the daytime, you must remember.

Q. Don't they carry their lanterns with them at night? A. Frequently they don't, but mostly they do. It depends upon how light it is. The great danger is in not having a uniform system to work. Having two systems to work, they would be almost sure to take the wrong one.

Q. You think there is a danger of their doing so? A. Yes.

Q. Does your opinion agree with that of Mr. Spicer with regard to brake-vans? A. Yes; I don't believe in the addition of brake-vans to a train. If you want to apply brake power you must apply it at the end of the train. A brake at the end is as good as two or three in front. If I put one in front I would rather put it upon the engine, so that you would have the whole weight of the engine in your favour.

Q. Is there any difficulty in the way of putting a brake on the engine? A. There is no difficulty whatever.

Q. That brake could be applied directly by the engineer? A. There is no difficulty about it, except the difficulty of expense, that is all.

Q. What you say seems to better the case in favour of the vans. You could have a brake on the locomotive and one on the van. It would be as good as a brake in the same place applied by a man. When the engineer sends a man out to put on the brakes now, I suppose the man puts on the first one he comes to—seeing that the object is to have him under the eye of the engineer? A. The brake could be put upon the van, but the expense would be far greater than the value of the result you would obtain.

Q. That expense would be in the additional van? A. Yes; and the expense of hauling it.

Q. Would they be very expensive? Yes; there are something like three or four hundred brake-vans. You would have to double that number at \$500 each.

Q. Would it not be possible to use them partially full as freight cars? A. You might put way freight in if there happened to be any. They would not be of any practical value because you could not do way freight work on a through train.

Q. You can use them to some extent for way freight? A. No; there is the difficulty of bonding. You can't take through freight in an open van.

Q. You are thinking of American freight? A. Yes.

Q. Have you no through freight from points in Ontario? A. Not much comparatively. You would have to have the car made on purpose for braking; a man could not

do his work if the car was filled, say with grain. On occasions you might use it for freight, but it would be so very rarely that practically it would not be worth speaking about.

Q. On the English railways they use these vans in front and rear of the trains? A. Yes.

Q. And in adopting them here we would only be following the English practice? A. Yes; but under totally different circumstances. The English roads are made in such a way that the grades are very few, and where they are, they are very long and in such cases a pin brake is used. In English time tables all these grades are specified, and it says for every fifteen cars pin down so many brakes, and for every five cars additional, pin down one more brake. Our railways are totally different from those in England in that respect. Our roads are made with a view to cheapness.

Q. There must be a great many places where the two vans would do the work, and certainly it could be done if you had the engine brake worked by steam; in 50 per cent. of the cases where the brakes require to be used, the engine brake would stop the train?

A. Yes; where you use the engine brake, it would stop the train without the additional van. I do not hold with the suggestion for the front van. With the brake in the engine, even though it is in front, you have the weight of the engine and tender in your favour, but, with the additional van you have only the weight of ten or fifteen tons of the van itself, and that is a very small weight for the front part of the train.

Q. On other points you agree with Mr. Spicer, I suppose, as to the increased length and width of the running-board, &c.? A. Yes; we are widening the running-boards now—18 inches we thought would be sufficient, but two feet would perhaps be better.

BY THE CHAIRMAN.

Q. Almost all the persons answering the questions submitted by the Committee have advocated a width of two feet, and a good many even three? A. I agree with them; two feet would not be too much.

BY HON. MR. FRASER.

Q. And lengthen it beyond the end of the car as far as the end of the dead-woods? A. Of course I hold with that.

Q. What do you say as to what should be the position of the brake-wheel? A. We put it on the top of the car for the reason that it would be safer. The men have considerable purchase on the wheel, and it is handy. The man stands on the top of the car in braking.

Q. What do you think as to the railing along the running board? A. The railing should not be along the running board, but at the end of the car, so that a man could seize it as he steps from one car to another. Cases where men fall over the side of a car are very rare.

Q. Would you suggest a railing along the edge of the car? A. It would be an additional protection if you thought it was wanted to go to that additional expense. Perhaps the first cost would not be so great, but where you put these railings you damage the tops of the cars. The difficulty with these railings is to have them generally adopted. A man running along the tops of cars understands his danger and takes care of himself accordingly. But if he is expecting to lay his hand on a hand-rail, and the railing is not there, his danger is increased. If it was generally adopted it would be a good thing.

BY THE CHAIRMAN.

Q. But when a man is running along the top of a train he must make a halt, however short, before jumping from one car to another and he would have time to see his danger and save himself? A. I am under the impression, though I cannot say I know it as a fact, that men running along the tops of the cars make the jump from one car to another as one of the steps that they are making. They do not halt at all.

Q. But they know that is a place of danger and they must be careful in passing it. If there was a railing there they would see it and make for it? A. Yes; but suppose it was dark?

Q. They would be no worse off than they are now. A. If a man running along the top jumped to another car expecting to take hold of a railing there, when there was none there, the chances are he would fall off.

BY MR. McLAUGHLIN.

Q. You say that brake power applied at the rear of a train is more effective than if applied at the front. Now, supposing a train was going down a grade and it took a certain brake-force to stop it, would it matter where that force was applied? A. Yes; it would be more effective if applied at the rear; I suppose because you have the advantage of the friction on all the wheels in front, and this would be more in your favour than if the brake was applied in front.

Q. I don't see why? A. It is found in practice to be a fact; it is often said that one brake behind is worth two in front.

Mr. F. W. CUMBERLAND appeared before the Committee and gave evidence.

BY HON. MR. FRASER.

Q. Can you tell us about this Lapham coupler—what your experience of it is as manager of the Northern road? A. We like it very much. Since we first adopted it we have never ceased to go on using it. We intend ultimately to fit up all our cars with couplers of that pattern. When we take out an old coupler we put in one of the Lapham pattern.

Q. Do you find the percentage of them getting out of order greater than in the case of the old couplers? A. No, we do not.

Q. Have you cars of unequal heights on the Northern road, or many cars of other roads going over your line? A. No. The difficulties of the larger roads in this respect do not apply so much to us.

Q. Do they apply at all? A. Yes; our cars vary—even those belonging to our own road. Of course the springs get worn, and besides that there is a difference in the construction of the cars.

Q. Would there be as much variation in your cars as between foreign cars and the ordinary ones in use in Canada. A. Not nearly. Our experience in this respect is different from that of the Great Western or Grand Trunk.

Q. How would the Lapham coupler do on these roads? A. Well, I am not able to speak with any authority upon such a question. I cannot see why, inasmuch as that coupler can be used with the old style of coupler, it should not be used on these roads, provided that the heights of foreign cars will admit of it.

Q. That is where the difficulty occurs with these companies. They state that the difficulty of using this coupler is on account of the unequal heights of cars. A. You must remember that this occurs, and in some degree with ours. Our cars leave our lines, and there is great difficulty when they go on foreign lines, unless they can be attached to cars of foreign companies. It is not simply the difficulty with the use upon our lines of these inventions, but that the cars go upon foreign lines, and so they may give us infinite trouble.

BY THE CHAIRMAN.

Q. That would not occur in the case of the Lapham coupler? A. I don't know. I should not like to speak with authority about that, without having the opportunity to make a special trial. Our experience is not so large as that of the officers of the Grand Trunk or the Great Western. We do not interchange with foreign companies. We interchange with Canadian companies, and even those cars vary very largely.

Q. But you find no difficulty in the use of the Lapham coupler with any cars that come upon your line? A. No.

BY HON. MR. FRASER.

(Referring to a model showing frogs, guard-rails and wing-rails partially filled with blocks of wood). Q. That is in use on your road now? A. A difficulty seems to be suggested by some officials with regard to these pieces of wood inserted between the rails.

Q. Do they come up even with the flange? A. Yes; I believe they come immediately under the flange.

Q. Have any accidents occurred by reason of those pieces of wood being used as shown in the model? A. No returns have been made to me of any accidents attributed to that cause.

BY THE CHAIRMAN.

Q. Your road has this system throughout? A. I don't think all such places in the road are so filled in. I would rather you would appeal to our chief engineer on that subject. He can tell you much more than I can, not only as to the accuracy of this model and the practice of filling in the tracks, but whether any accidents have occurred through its use.

Q. Have you any opinion as to brakes on the engine, and brake-vans in front and rear of a train? Would the application of brakes in that way do away with the present danger caused by men having to go on the roofs of cars? A. I don't think it would be sufficient. As stated by Mr. Wallis, all our lines have undulating grades in great frequency. It is not as in the English lines where the grades are longer and the cars lighter. Our grades are very heavy and very frequent. The work of a brakeman is almost continuous. The Northern is an illustration of that, I am sorry to say. Between Toronto and Thornhill there are nine grades.

BY MR. BELL.

Q. You rise five or six hundred feet, I believe? A. Yes, that is the rise of our summit.

BY HON. MR. FRASER.

Q. Mr. Wallis thinks, however, that a great deal can be done with a brake on the engine? A. I think that affords a very excellent opportunity for the study of mechanical engineers. I cannot see why some expedient might not be found for applying the steam of the locomotive to braking on freight trains. It gives a power far superior to anything else. I don't know that anything has been done in this direction. To mechanical engineers one would think the working out of a plan would not be a difficult matter.

BY THE CHAIRMAN.

Q. Would the presence of an extra van on the train very greatly increase the expense of companies in running trains? A. Yes, very largely; and besides, it would not always insure the performance of duty. The climate is very hard, taking winter and summer together, and men will sleep.

BY MR. McLAUGHLIN.

Q. Unless the van were loaded it would not have much braking power? A. No; our conductors' vans are light now.

BY HON. MR. FRASER.

Q. Are the English vans used for braking purposes loaded? A. I don't know that they are. I should assume that they were. Their braking power need be infinitely less than ours.

BY THE CHAIRMAN.

Q. If their grades are less, and the weight of their cars less than ours, less power would be required for braking? A. Yes. When you consider the loads our cars hold,

and the measurement of our cars, you have a load that it requires a serious braking power to control.

BY HON. MR. FRASER.

Q. Have you any opinion as to the running board and the proper means to be adopted to secure protection there—whether a railing should be constructed along the edge of the running board or along the ends or the sides of the cars? A. I am disposed to think there might be some widening of the running board, but not much. Three feet is too wide. Suppose you made it three feet wide, and the next car happened to have a running board of only eighteen inches, the dangers of the brakemen would be increased by the difference in the widths of the boards. We could adopt whatever was thought to be the best. But with the trunk lines it would be simply impossible. The widths of the running boards of the cars forming their trains would have to be taken into consideration. Great care must be taken lest you increase the danger you desire to diminish. With regard to the railing, I am not satisfied that it would be welcome to the brakemen themselves. They like to be free, so that in case of an accident, they can jump. Then, remember, their clothing might catch in the railing, because where you have different patterns of cars and railings the end of the railing on one car might be very different from the end of the railing on another. These active men—and brakemen as a class are more active than sailors—like to do their work as free from restraint as possible. It would have to be adopted with great caution.

Q. He might jump against the railing? A. Yes.

Q. And he would drop between the cars, which would be worse than to fall off the side? A. Yes; it would be certain death.

Q. That danger would not arise if the railing was at the side of the car? A. Unless you had a very high railing it would be of no use.

Q. Do you think a high railing would be preferable to a low one? A. I don't think the brakeman would thank you for a railing. If he slipped he would rather go. Suppose he rolled between two stanchions, and the railing was three feet high, the danger would be greater than if he was free to jump.

Q. I was thinking of a railing so arranged that he could catch it if he was slipping off the car. A. If you look at the statistics of accidents, you will see that there is no large proportion of men in danger of falling off the sides of the car, but of falling between.

Q. I suppose most of the accidents do occur in that way? A. Yes; as Mr. Spicer says, a great many of them occur in shunting at the stations. A man may be standing at the end of a car, and when the cars come violently together he receives a shock for which he is unprepared, and he is thrown between the cars. Many of the accidents are to be attributed to the carelessness of drivers in bringing the cars together too violently.

BY THE CHAIRMAN.

Q. A great number of the practical men who have answered our questions have advocated a three-foot rail along the side. A. Perhaps they might not have thought of the different patterns and widths. A man would say, without considering this difficulty, that he would like a railing. He would not consider that it might catch his clothes. Brakemen are a peculiar class; they do not study; they are like sailors—they like to be rash. Take my own experience. A large proportion of our men, I noticed, wore high-heeled boots, and that, particularly in the winter season, would seem to any person a piece of extravagant stupidity, and yet they will wear them. Some time ago I told them of the risk they were running, and offered to supply them with moccasins free of expense, that they might wear them when making their trips. I endeavoured to persuade them to wear these moccasins, but they would not.

BY MR. COOK.

Q. That would be an Indian moccasin? A. Yes; a soft leather moccasin.

BY THE CHAIRMAN.

Q. No doubt the widening of the running board and the addition of the railings would go together, so that so far as the cars of one company were concerned, there would be no variation, I fancy? A. If you assume the responsibility of saying that it shall be done, it is a very grave one. I hope in saying that to the Committee I shall not be deemed to say anything improper. But take a line like the Grand Trunk with the enormous number of cars and the different patterns of those cars. If the proprietors or officers were unwilling to do it themselves I should be unwilling to tell them to do it, considering the number of foreign cars that are always going over their line. I fancy we all feel alike; get us something that would be practicable and that we can control.

Q. But some country must make a move. It has been suggested that if we in Ontario made a move, something might be done upon the other side, if we demonstrated that improvements could be made. The great difficulty seems to be to get some company to take the initiative with any changes whatsoever. A. Railway managers are anxious to adopt improvements which will diminish the risks of the work if it can be done within a reasonable limit of expense. But if you have a risky business, whether on a train or on a ship, some risks must be taken. You might as well suggest the hanging of nets to the yard arm of a vessel, so as to reduce the risks of the calling of a seaman. We see it with regard to coal mines. Notwithstanding the excessive severity of the law and the great care taken in every way to prevent accidents, the miner will open his lamp to light his pipe, and he gets blown to pieces in consequence. We shall be delighted to do anything to reduce the number of accidents, but it is a risky calling, and by reason of that, courageous men, nimble fellows, take it, and they are generally rash at the same time. Put all these things together and you see what a difficult matter you have to deal with.

(P)

Mr. E. P. HANNAFORD, Chief Engineer of the Grand Trunk Railway, appeared before the Committee and gave evidence.

BY HON. MR. FRASER.

Q. Is there any reason why the frogs upon all railways might not be protected as shewn in this model? (Model of filling on Northern Railway track.) A. There is no reason why these spaces should not be filled in if sufficient room is left for the flange of the wheel to pass.

Q. In the case of the guard rail it is turned out at each end for the purpose of letting the flange pass? A. You must allow two and a half inches between the block and the middle of the rail, and the space is wide enough to catch the heel of a man's boot.

Q. It would protect him from getting the sole of his boot caught, anyway? A. No, for he might get his foot caught under the flange.

Q. Why not use the U rail for such places. That would overcome the difficulty you speak of? A. Yes, it could be made, and it would lessen the difficulty. I have been twenty-three years at railroad work, and I was present once when a man was caught. It is the only case I have ever actually been able to make myself believe that it has happened upon the Grand Trunk. I was caught myself, but I will never be caught again.

Q. How were you caught? A. I was walking behind my companion, not looking where I was going. I was younger then than I am now, and I wore a pair of those high-heeled boots, and worst of all they were laced. My foot got caught in the rail, but had I not had on a laced or buttoned or buckled shoe, I could have drawn my foot out of it without any difficulty.

Q. Was it the heel or sole of the boot that got caught? A. The heel.

Q. Was he caught by the heel? A. He tripped, and in trying to recover himself he got his heel caught in the frog. It was in a defective part of the road, when things were not as perfect as they are now.

Q. Can you tell us your opinion as to the use of a brake-van in front and one in rear of the train, also about the use of a brake upon the engine? A. The great weight of the

engine would give great power to a brake upon it. I don't think much of the idea of a brake-van next to the engine.

Q. Why not? A. Because that is not the best part of the train at which to apply the brake. The van would be very light unless permanently loaded with stone or something else.

Q. The experience on English railways seems to be different, because they have a van in front of their trains. They must find that it exercises some power or they would not have it there? A. It does of course to some extent, but it is at the end of the train that you want the power.

Q. No doubt a greater power would be exercised in rear, but it must exercise some power in front? A. Certainly; it would the power of a brake on an ordinary car.

Q. Do you know any application of the brake on the engine at present? A. No.

Q. Has it been tested in any way? A. No; not in any special way otherwise than the air brake in use on the passenger trains.

Q. Is that applied to the locomotive? A. No, to the cars.

Q. Have you any opinion to offer as to the running board, or any improvements to be made in it? A. I have none in particular. I thought Mr. Cumberland's remarks were very sensible and very just. The differences in the cars, some with railings and some without, would increase the brakeman's dangers. Then there is great danger of his clothes catching. His coat flaps about as he runs, and he might be caught and drawn between the cars, or fall over the side.

Q. Should the brake wheel be on top or at the end? A. It would be better for the brakeman to have it at the end.

Q. Then he has to step on a small platform between the cars? A. I think there is no danger in that when they have their hands on the brake. They have a better purchase on the wheel, as it comes up to about the middle of the body.

Q. That could be given with the brake operated from the top by increasing the length of the shaft? A. Yes.

Q. Brakesmen say that a majority of the accidents occur through the brake being out of order. They come to a brake, and without thinking whether it is in order or not they put their weight upon it, it gives with them and they go down between the cars?

A. Would it not be the same if the brake was on the top?

Q. But when a brake is on the top he may fall on the top of the car and not between?

A. His tendency would be rather to go at right angles with the length of the car and fall off the side. In either case it would be almost impossible for him to escape death.

Q. You can probably give us some evidence as to whether the throw of the switch can be greater than it is now as a rule. What is the throw of a switch? A. Four and three quarter inches, that takes a rail twenty-four feet long in order that it may not be too sharply curved; that is really more than a rail ought to be. Therefore if you increase the throw you must increase the length of the rail. A throw of eight inches would require a rail about thirty-five feet long. You could not make a rail of that length; it would be too elastic; it would bend every way.

. BY MR. COOK.

Q. Do not they have cross-bars to prevent that? A. They do not prevent it much. They are only for the purpose of keeping it in gauge, actually. Notice how a twenty-four foot rail bends. We had an accident occur to Mr. Bennet of New York. They were running on to a switch; the rail was kept perfectly in gauge by these rods, but the pressure of the train was so great that it snapped the rail. If that is the case with a twenty-one or twenty-four feet rail, the element of danger would be much increased by lengthening the rail. It might be necessary to get some different way of moving the whole switch, but there are difficulties in the way of moving it even its present distance. In summer weather, or with such a winter as we are having now, you are all right, but in the eastern part of Ontario, if you attempt any changes of that kind you increase the difficulties and dangers arising from the space between the rails being blocked up with ice and snow.

Q. The danger would be with cars passing over the switch without stopping? A. Yes; a train passes over and the switchman thinks he can move the switch back when he likes. But in the mean time the space gets filled with ice or snow, and when he tries to move it his power is not sufficient to do so. Then he gets flurried, as they sometimes do, for it requires one to be in possession of great nerve to prevent getting excited, and his excitement is all the more likely to bring about an accident.

By HON. MR. FRASER.

Q. Your night express passes a great many stations without stopping, and the danger from the cause you speak of would be greater then than in the day? A. Yes.

(Q)

MR. CHARLES APPLETON produced a model shewing his plan for providing a continuous running board along the top of a train. By means of a tongue and groove, the running board is made to move back and forward when necessary. A weight inside the car pulls the board out some distance over the edge of the car and as the cars come together, the ends of the running boards form a continuous line without any break between the cars.

Mr. Appleton presented also the model of a car-coupler of his invention. The pin was held by a simple contrivance above the mouth of the coupler, and when the link entered, the pin was released and fell inside the link, thus holding it as in the ordinary coupler.

LIBRARY, February 13th, 1880.

Committee met at eleven, pursuant to adjournment.

PRESENT:

The Chairman (Mr. Young),
Mr. Fraser,
" Parkhill,
" Kerr,

Mr. Nairn,
" Bell,
" McLaughlin,
" Morris.

Mr. Stiff, Superintendent of the G. W. Ry., was examined, his evidence taken down by short-hand reporter, and is appended and marked "R."

J. C. Swait, Toronto, exhibited model of an improved patent car-coupler and link, and was examined. (See "S.")

Mr. Domville, Mechanical Engineer of G. W. Ry., was examined and his evidence taken down, which is appended and marked "T."

Hon. Mr. Fraser suggested the propriety of some railway giving the Swait coupler a trial on a small scale. The Chairman was of opinion that the Committee should consider how they proposed carrying out the order of the House—whether to report by Bill or otherwise. After some discussion, it was decided to postpone any consideration of the subject till the evidence of Mr. Brydges would be taken on Tuesday. It was the opinion of the Committee, however, that their report would be sufficient, as indicating what the legislation ought to be on the subject.

Mr. Lappin asked to make a statement to the Committee in reference to Mr. Spicer's assertion that seventy-five per cent of the Lappin couplers in use on the Intercolonial Railway were found to be out of order. Mr. Lappin stated that the Intercolonial had introduced his couplers without his knowledge; having the right to use his patent on a Government road; and that their faulty working was due to defective construction—not being made according to the specifications in the patent. Specimens of the coupler made at

the Intercolonial shops were shewn, and measurements taken in proof of Mr. Lappin's statement.

On motion, Committee adjourned until Tuesday next, the 17th inst., at eleven a.m.

(R)

Mr. STIFF was recalled, in reference to the practicability of a step at the end of the car.

BY THE CHAIRMAN.

Q. Have you considered this matter, Mr. Stiff, as to the propriety of putting a small platform on the rear end of the car, and an iron catch by which a man could stand on the platform, holding on by one hand, and coupling the cars with the other? A. Yes, sir. At a previous meeting I was requested to try and get the opinion of experts along the line. I have done so. I wrote to the agents at the principal points, and they are unanimous in condemning it.

Q. Who were the parties? A. I sent letters to the agents at Suspension Bridge, Hamilton, St. Thomas, London, and Windsor.

Q. To the station agents at those places? A. Yes. I requested them to confer with the head yardmen on the subject.

Q. What are the principal reasons given? A. The principal reason is that it would add to the danger to the men in coupling, by getting their feet caught between the steps.

The letters referred to were then put in and read to the Committee by Hon. Mr. Fraser.

(S)

At this stage an improved car-coupler was exhibited by J. C. Swait, of Toronto.

BY HON. MR. FRASER.

Q. What do you think of this coupler, Mr. Stiff? A. It seems to me that as it is not an automatic coupler, it does not do away with the danger of going between the cars.

Q. But as a preventative of accidents to the hands of the men, how do you think it meets the object? Is there anything, in your view, to prevent its use upon any railroad? A. I think it would be a very heavy thing to carry.

Q. But it can be made as light as you please. All that you want is enough strength to lift the link? A. I have no doubt it would prevent the hand from getting caught. I think it will answer the purpose for which it was intended, but I think the Lappin coupler answers the same purpose.

(T)

The next witness was Mr. Domville, Mechanical Engineer, Great Western Railway.

BY HON. MR. FRASER.

Q. You heard us discussing as to the practicability of putting a brake upon locomotives. Have you ever given any consideration to that? A. We had two engines fitted with brakes on the locomotives; they were the Westinghouse brake.

Q. How did you find it to operate? A. It is very injurious to the tires of an engine. In applying that brake it is so powerful that, in nine cases out of ten, the wheels will "skid," and flat places will form on their surface.

Q. The brake is too powerful, then? A. On the engine it is. It requires a very careful man to handle it.

Q. The trouble is in applying it too powerfully? A. Yes; it wears the tires much more rapidly, and they are liable to break and create another source of danger, especially with steel tires, and in a climate such as we have here.

Q. Have you these Westinghouse brakes on any engines now? A. No; we took them off.

Q. Were they on passenger or freight trains? A. We had one on a passenger train and one on a freight train.

Q. Is there any other brake applicable to an engine, which in your opinion would not have these disadvantages? A. None on the engine.

Q. Do you not apply the air-brake to passenger trains? A. Yes; on the main line. The hand-brake can be put on as powerfully as the air-brake, but of course not so quickly.

Q. What do you think of braking trains done from vans? I am not talking now of the worst grades alone, but of the majority of cases where braking is required. A. It would require very heavy brake-vans, of course, to accomplish that object. The weight of one of those vans would be equal to three cars. It would increase the number of trains, and, of course, the expense.

Q. How is that? A. The haulage power of an engine is twenty-six cars; with a brake-van it would be only twenty-three. Where they do that in England they have a plan not only of pinning down the wheels, but of "spragging" them.

Q. What do you call "spragging?" A. All the wheels there have spokes, and you put in a "sprag" between the spokes to stop the wheel from going round.

BY MR. PARKHILL.

Q. Similar to the plan of "locking" a waggon? A. Yes; and then you have got to stop and take the sprags out. I have seen eight or ten cars spragged in that way. It is very injurious to the track.

BY HON. MR. FRASER.

Q. Would there be any great difficulty in making a hollow or an indentation in the ordinary drawhead in which the projecting pin in the Swait coupler could work without being bent or broken by the bumping of the cars? A. They would require to be re-cast.

Q. Could it not be done without that? I think you are carried away with the idea that the pin should be of considerable dimensions. A. It would require to be of half-inch iron.

Q. Well, with half-inch iron it would not be an expensive thing, would it, to make the necessary indentation? A. No; it would not be very expensive. You could cut enough out of one drawhead to make the recess sufficiently deep.

Q. Do you not think, as a matter of fact, that the number of accidents to fingers and hands would be lessened if that were adopted? A. I do not think it would. I do not think the men's hands are caught when putting the link in. I have conversed with a great many men on the subject, and they say there is more danger from putting in the pin. If the cutting was made on the under side of the drawhead, and the pin put in from the bottom, there would be less danger.

BY MR. KERR.

Q. Did you hear Mr. Wallis's evidence the day before yesterday? A. Yes, sir.

Q. Did you approve of what he said about the brake on the locomotive? A. It flattens the wheels, they operate like a hammer on the rails, and you run the risk of breaking them. I knew a case in my own experience: in running a train a distance of twenty-seven miles, in Ireland, where a flat place on a wheel broke seventy-two rails in one night.

COMMITTEE ROOM No. 12,

Tuesday, February 17th, 1880.

Committee met at eleven, pursuant to adjournment.

PRESENT:

The Chairman (Mr. Young),
Mr. Fraser,
" Peck,
" Boulter,

Mr. McLaughlin,
" Lees,
" Bell,
" Kerr.

A letter addressed to Mr. Creighton was handed in and read by the Chairman. (Appended and marked No. 31.)

G. Edwards, Millbrook, exhibited a patent coupler and was examined.

C. P. Baghott, Hamilton, exhibited patent car-coupler and was examined.

J. B. Hyde, Milton, exhibited a patent continuous steam brake and was examined.

George Phipp, Toronto, exhibited a pair of model cars constructed to prevent brakesman being knocked off by bridges.

Kendall's patent safety coupler was exhibited and examined.

Mr. O. Jones of the Northern Railway was examined relative to filling in frogs, &c., as in use on that railway, his evidence was taken down, and is appended and marked "V."

Owing to the inability, through illness, of Mr. Brydges to appear before the Committee, it was resolved and ordered that a letter be sent him requesting his views in writing.

On motion, the Committee adjourned until the call of the Chairman.

(31)

OWEN SOUND, February 13th, 1880.

Accidents to Brakesmen.

SIR.—I have been carefully reading the reports of the Railway Committee on the above subject, being anxious to know what the railway managers have to say regarding the use of the brake-van towards overcoming the difficulty.

I see that two prominent managers testify that two brake-vans will not hold a train, also that they would be a great expense. As to holding train, the number of vans required on the English railways is defined by Board of Trade regulations under power of Act of Parliament, according to the rate of heaviest incline and number of cars in train, and where the incline is one in sixty, one van is required to each ten freight cars and is found sufficient, but the locomotives are provided with a powerful screw-brake, which does not seem to be the general practice here, but which ought to be adopted instead of the kind in use.

The main objection to improvements on the present system of braking is that the foreign cars not being provided with the same arrangements, the danger would be increased in some cases.

As to the expense of brake-vans on freight trains, one van would be used as conductor's car, and on passenger trains the van can be used as baggage-car, so that the extra expense would not be so very great, nothing when compared with the positive safety ensured to hundreds of brakesman. Freight cars in England have a lever-brake which is used in shunting, but of course the cars used here can be controlled with their present brake, until it is thought proper to alter them, or when new vans are built.

I am satisfied that brake-vans are the only solution to the difficulty, but the officials have such dread of the expense that the Railway Committee will never find them advocating their use.

C. E.

(V)

Mr. JONES was called.

By HON. MR. FRASER.

Q. You are Chief Engineer of the Northern Railway? Yes, Sir; of the Northern and North-Western.

Q. This model (section of railway track, shewing wing rails and frogs blocked with wood), which is produced, is of your make? A. Yes; it was made some seven years ago.

Q. Will you state whether or not it is perfectly safe to block the end of a guard or wing rail? A. Oh, yes; but we merely do it in the railway yards, where there is excessive

shunting to be done. There is not so much danger from the wing rail, because the brakemen run along the middle of the track. It is the frog which catches the foot at once. I have not a frog on the whole system of four hundred miles under my charge that is not blocked.

Q. There have been objections urged against putting in this block, that the flange of the wheel would have no place to run in? A. It does not affect it. I believe the objection they make is that ice will get into the groove and lift the wheel out. I have not found it so.

Q. Have you ever considered how far the danger would be lessened by using for a guard rail what would be equivalent to the "U" rail? A. Of course we could not use the "U" rail. There is not much danger from that source.

Q. No, not when you have it blocked up the centre? A. A man striking his toe against the end of the wing rail would fall outside of the track.

BY THE CHAIRMAN.

Q. Well, then, we understand that wherever there is a frog it can be filled up without the slightest difficulty? A. Yes; and in fact it saves labour, because if a man has to get a pick into the frog to take the ice out it must be a very pointed one.

BY HON. MR. FRASER.

Q. Can you tell us anything as to the Lappin coupler, in use on the Northern? A. No; I have had very little to do with these couplers. They belong to the mechanical department.

Q. Can you offer any suggestions to lessen the danger—so far as brakemen and yardmen, and those whose occupation is chiefly the coupling of cars and the braking of freight trains are concerned? Can you suggest anything to obviate some of the dangers either in the way of braking or in the running-board? A. The great trouble would be with the foreign cars, which differ in height from our cars. We have cars of the Canada Southern, Michigan Central, and half a dozen other roads. The refrigerator cars are two feet six inches higher than ours. There might be a railing put on our cars without any great expense, but the next car might be without one, and that would increase the danger, as the brakeman would be thrown off his guard on finding a car unprotected.

Q. You have never seen any danger from ice collecting in the wing rails? A. Not the slightest. I generally use salt to remove the ice.

Q. What is the reason you do not use the blocks on the main line? A. Because they could not be inspected as often as I would like. I like to have them where they are under inspection all the time.

BY THE CHAIRMAN.

Q. You think that the rail along the running board would be the best of these proposals? A. It seems to be the most practical thing. I should extend the running board over the car.

Q. How much? A. About nine inches from each end.

BY MR. BOULTER.

Q. Supposing there was no rail along the running board, would you recommend one on the outside of the car? A. It might be of some use, but it is scarcely necessary, because very few brakemen will venture near the outside edge of the car. It is in leaping from car to car that the greatest number of accidents of this class occur.

COMMITTEE ROOM No. 16,
Tuesday, March 2nd, 1880.

Committee met at 10.30 a.m.

PRESENT :

The *Chairman* (Mr. Young),
Messrs. Fraser,
Parkhill,
Nairn,
Boulter,
White,
Hay,

Messrs. Lees,
Kerr,
Gibson,
Ross,
Harcourt,
McLaughan,
Morris.

Archibald Cron, of Brantford, exhibited an automatic coupler, which is so constructed that it can be uncoupled and set from the side of the car, and is a self-coupler—same kind of drawhead, link and pin, as now in ordinary use.

Mr. Graham exhibited E. B. Coon's (of Forest) patent continuous power brake, and was examined.

Hay & Christie's patent car-coupler, having a simple flange in the drawhead to set the pin, was exhibited and examined.

Drawings were put in shewing John Crone's, (of Georgetown) improved self-acting coupler for cars in which, acting in connection with spring, wings in the link effect the coupling and uncoupling of the cars; also one shewing Crone's continuous power brake, which can be applied to individual cars, or to all, or a portion of a train, and is applicable to trains made up of different classes and build of cars.

George T. Phelps, Springfield, exhibited a patent automatic car-coupler, buffer heads to hook, works with lever from outside.

A letter from Mr. Brydges giving his views on the subject under investigation was read by the Chairman. (Appended),

A number of letters received from railway employees and others, on the subject were submitted.

After discussion a report was adopted and the Committee adjourned.

MONTREAL, 21st February, 1880.

DEAR SIR,—I am in receipt of your letter of the 17th inst., asking me to put in writing anything I might have to say with reference to the question of brakes on freight trains, upon which subject I had been asked to give evidence before your Committee.

I notice that there are other questions in the printed document enclosed.

In regard to automatic couplers, during thirty years' experience in the working of railways, a very great many patents for this purpose were submitted to me, and a good many I caused to be tried, upon the various railways with which I was connected.

I am bound, however, to say that I have never yet seen any automatic coupler for freight trains which has been a success.

The accidents which arise from coupling are largely attributable to the carelessness which is induced by constant practice. If proper caution were exercised by the men in charge of the shunting of the trains, very few accidents indeed would happen; and when it is borne in mind the enormous number of couplings that are made, I think that so comparatively few accidents happening is evidence that proper care, used by the men who make up the trains, would almost wholly put an end to accidents of the kind.

At the same time I am quite satisfied that it would be exceedingly desirable if some better system of coupling could be devised. It is certainly remarkable that in an age in

which inventive genius has been brought to bear upon every subject, no satisfactory coupling has yet been brought to maturity.

I think it would be to the advantage of all parties, if a reward were offered for the invention of an automatic coupler, which should prove, after a certain trial, to be satisfactory. The reward only to be paid after the invention had been thoroughly tried and tested.

Probably this is a matter which ought to be done by the railway companies, but it is of course difficult to get them to act in concert in such a matter.

I believe that a moderate reward divided over the different railway companies would probably result in the adoption of some system which would be better than the one at present in vogue.

In the United States, where the freight cars are so much more numerous than they are in Canada, the same system of coupling exists as in Canada, and that is a difficulty which would arise in the event of any special contrivance being used upon Canadian railways. The very large number of foreign cars which come through Canada would render it exceedingly objectionable to have several systems of coupling on the same train.

The "Miller coupler," which is used on passenger trains, is an exceedingly satisfactory coupling, but it would be too expensive to attempt to apply any such system to freight trains.

In regard to railway frogs, there is no doubt that a piece of wood inserted in the frog would have the effect of diminishing the liability to accidents from this cause, but in winter any such contrivance is objectionable, as being likely to raise such an obstruction, when there is snow or ice, as might have the effect of interfering with the proper running of the cars over the frogs.

From the experience I have had in making up returns for the last few years of accidents on railways in the Dominion, I do not think the number of accidents from this cause is at all large.

In regard to the question of changes in freight cars, to render greater the safety of brakemen, that is an exceedingly difficult question to deal with. The great number of American railway cars that pass over the main Canadian railways would render any plan different from the American system, if applied to Canadian cars, of very little use. The system throughout the United States is the same as in Canada, viz.: having brakes upon every car, and requiring brakemen to go upon the tops of the cars to apply the brakes.

If a train were composed of half Canadian and half American cars, it would, of course, diminish to some extent the risk, if special provisions were made on the cars belonging to Canadian railways. It would not destroy the evil, although it might to some extent minimise it.

I believe myself, however, that the system of braking freight trains is completely unsatisfactory, and by no means efficient.

A great many cases of accidents have come under my personal knowledge, which have arisen from the absence of brake power having been put on when called for by the whistle from the engine.

These have occurred, in many cases, in bad weather, and when the tops of the cars have been slippery from ice—rendering it almost impossible for men to get upon the tops of the cars and run along them to put on the brakes. Repeated cases have come under my knowledge where engine-drivers have reported that they have repeatedly whistled for brakes, and had no response, except from the brake put on in the van at the rear of the train.

The brakes of many of the freight cars are not efficient, and effect to a very slight extent the retardation of the train. When a train is composed, as is very frequently the case, partly of box and partly of platform cars—the latter in many instances loaded with machinery—it is almost impossible for brakemen to get along the cars to apply the brake power.

My own opinion is very strong that the true plan to adopt is to put upon every engine an air brake, the same as is done now with every engine on a passenger train. I would then require that every freight train should have at least two brake-vans—one in front

next to the engine, which should be supplied with an air brake connected with the apparatus on the engine, so that when the driver applied the brake it would affect not only his engine and tender, but also the brake-van immediately in rear of the tender. These brake-vans ought to be constructed so as to be weighted sufficiently to make their braking power felt very strongly when the brakes were put on.

A van should also be placed at the rear of the train, and supplied with a powerful brake (much more powerful than the ones now in use). The brake in this van should be worked by the men on the train.

If a train were more than twenty to twenty-five cars long, a van with a strong brake, and a man in it to work the brake, should be placed in the centre of the train.

I am quite satisfied that this system, properly carried out, would be much more efficient for braking freight trains than the one now in existence. It would avoid the very inhuman system of sending men out on the tops of freight cars at night, and when it is almost impossible to retain their footing; and the results would, I am sure, be found to be far more satisfactory than the present mode.

Of course every brake-van would have to be supplied with air brakes, so that those placed in front of the train could be worked from the engine.

There is of course great difficulty in introducing any novelty or new plan in connection with matters such as this. It involves, of course, expense, and there is also the natural tendency to be satisfied with things as they are. I am satisfied, however, that the plan I have suggested would be much less expensive than any attempt to remodel the freight cars belonging to Canadian railways, which, after all, would only apply to a portion of the cars on the trains; and would also be a much more effective mode of applying brakes, and of diminishing the risk of accidents.

I regret very much that my illness has prevented my appearing before the Committee, as I had fully intended to do, when, of course, it would have been easy to have entered much more fully into the matter than can be done in the course of a letter.

I remain,

Yours truly,

C. J. BRYDGES.

JAMES YOUNG, Esq,

&c., &c., &c., M.P.P.,

Toronto, O.

GRAND TRUNK RAILWAY OF CANADA,

General Manager's Office,

MONTREAL, February 9th, 1880.

DEAR SIR,—I received your circular letter of the 23rd January on the subject of the enquiry into the accidents to brakemen, etc.

The officers of the Company who are brought practically in contact with the difficulties of providing the means of stopping or braking trains, and preventing accidents to the employees who work them, and to the employees who have to couple cars, will appear before the Committee and give evidence.

They will be able to lay all the evidence connected with the subject before the Committee which I could give if I were personally present.

They will also explain the difficulty of adopting any uniform system in regard to these matters, owing to the number of cars of American railway companies which have necessarily to be run in the trains of the trunk lines in Canada.

I am satisfied that as regards the stopping or braking of trains, the only efficient method of doing away with the necessity which exists under the present system, for the men going out on the roofs of cars, is to perfect machinery by which brake power can be applied from the vans in rear and (or) in front of the cars in each train.



The plan of placing a railing along the top or sides of the cars, and other somewhat similar methods which have been suggested, will all be found in practice to be only an aggravation of the present trouble. The used cars are of different heights and different construction, and if it were possible to get all the companies to adopt one uniform practice in regard to the matter, my experience leads me to the conclusion that the men would be worse off under any of these plans which have been suggested than they are at present.

On the subject of "frogs," I enclose a copy of a letter from the Company's engineer (a copy has already been sent to the Premier, the Hon. Mr. Mowat, and he may have laid it before the Committee).

I have not answered the questions submitted by you categorically, but you will gather generally from this letter my views on the subjects to which they refer, and Mr. Spicer, Mr. Wallis and Mr. Hannaford, who will attend before the Committee, will be able to go fully into details, should they be required.

I am, dear Sir,

Yours truly,

J. HICKSON,

General Manager.

CHAS. T. GILLMOR, Esq.,

Clerk Legislative Assembly,

Toronto.

GRAND TRUNK RAILWAY OF CANADA,

Office of the Chief Engineer,

MONTREAL, January 30th, 1880.

JOSEPH HICKSON, Esq.,

General Manager.

DEAR SIR,—In reply to your enquiry, I send you a sketch of a railway switch and crossing, and have marked thereon, in *red*, the new work that would be imposed by the Bill, No. 68. I do not consider that the additions called for by the Bill would give greater security to train or switchmen, but on the contrary, I am of opinion that the element of danger would be increased, owing to the great number of spaces between the rails entailed by the additional frog.

But very few accidents occur at crossings; a man's feet being caught is the exception; and if the details of these accidents attributed to the catching of the feet were looked up, in would be found that generally men *trip in the crossings* and cannot recover themselves until run over by the train.

Clause number two is impracticable. Putting the rails six inches apart, and particularly at a crossing, would be unsafe for the passage of railway carriages. The rails are now two and one-half inches apart, and they are appropriately called "guards," because they prevent the wheel from catching the wrong side of the point; and by taking these "guards" away it is self-evident a very great risk would be incurred; in fact, an opening *may just as well be chopped in the rails*, and the "guards" done away with altogether. And then, to ask a switch to be made with a throw of eleven inches instead of five inches, is absurd. The switch-rail itself would have to be sixty feet long to overcome the angle.

Truly yours,

E. P. HANNAFORD,

Chief Engineer.

TORONTO, February 2nd, 1880.

DEAR SIR,—Respecting accidents to brakemen and other employees on railways:—

1. The great majority of accidents to brakemen and yardmen are in coupling cars. There is one great fault in the links being not long enough. All brakemen have a dread of short links. Those coupling links should be a uniform length—say sixteen inches. The only automatic coupling is used on the N., H. & N.-W. R. R. and the T. G. & B. R. R. It is called the Intercolonial Automatic Coupler, which is simple and durable, and could be put in at any time without any extra cost.

2. *Frog and Guard-rail, or Spring-rail.*—The only preventive of accidents is to fill them up by putting in V shaped timbers at all switches.

3. *Low Bridges.*—No other plan except building the bridge higher—say six feet six inches—than all box-cars; say twenty-four feet from the bed of the track—that would be a good gauge.

4. The foot-boards on box-cars, or running boards which are on top of box-cars, as a rule are only ten to twelve inches wide. They would not want so much hand-railing on top of a car if the running board was three feet six inches wide, which ought to be a standard. And to do away with sheet-iron roofs—it is almost impossible to *walk them at any time.*

5. There is one great evil, that is, liquor, with railway men; more so than in other business. If any person will shew me how to get an Act passed, I will devote my time towards it,—that is to say: to impose a fine not less than \$100, and not to exceed \$500, for employing men, for any position, that are intemperate. Here is where the great trouble is, men just having a glass of liquor,—one glass will make all the trouble.

I have had an experience of fifteen years on freight trains, and have got a character second to none.

B. A.,
N. R. R.

[*Confidential.*]

SIR,—In answer to your circular of 23rd instant, I beg to say as follows:—

1. Uniform deadwoods and drawbars, such as are now used on the G. W. R., of which the “Wright” drawbar is the best.

2. I do not know of any.

3. Frogs and all such places should be filled with wood, same as is now done on G. W. R.

4. A hand-railing, ten inches along each side of roof—say one foot in from side of car, might be of use; but old trainmen (conductors, baggage-men, brakemen and yardmen) say it is quite uncalled for. The running board should be not less than two feet and not more than two and one-half feet wide, made of strips four inches wide, put on lengthwise, with a space of one and one-half inches between each strip.

5. Cannot say as to this.

6. All the improvements named above are now under consideration by the Master Car Builders' Association of the United States, to which several Canadian roads send delegates; and I think it would be well to lay the Bill, now before the Legislative Assembly at Toronto, on the Table for a year, and in the meantime have all accidents traced to the cause, when I believe it will be found that nine out of ten accidents are caused by recklessness on the part of the men themselves; and I would further recommend that the Committee be supplied with the “Railroad Gazette,” of New York, for the years 1879 and 1880.

Yours, etc.,

STATION AGENT,

G. W. R.

TORONTO, 2nd February, 1880.

REPLIES TO QUESTIONS.

1. *Coupling Cars*.—I am under the impression that couplings can be made by using a short stick to guide the link into the draw-head, and I am reliably informed that this practice is insisted on by some railway managers in the United States under penalty of dismissal. It seems to me a little practice would soon enable almost any brakeman to guide the link into the draw-head, and the pin generally can be poised so as to drop into its place by the concussion of the draw-heads coming together; failing to do so, it can be dropped into its place by hand afterwards.

2. *Automatic Couplers*.—I do not know of any except the Miller coupler, which is too expensive for freight cars, besides not being adapted for cars of the present construction. There are many automatic couplers patented, but *none* of them are worth anything except the one named.

3. *Railway Frogs, etc.*—Frogs, wing rails, guard rails, and everything that would tend to catch a man's heel or toe, *can* be filled up with wood or iron without detriment to the working of the same.

4. *Stopping Trains*.—All over-head bridges should be raised high enough to clear a tall man on the top of the highest box car; until then all box cars of exceptional height (such as refrigerators) should be placed together and next the engine; in such cases the brakemen all to ride on the rear of the train. The running board should be two feet wide, and should not project over the ends of the cars. Many cars have the running board about this width, but on a large number it is too narrow, and a brakeman stepping or jumping from one car to another is apt to light on the edge and lose his balance. I do not approve of a railing along each side of the cars, as it would not prevent a man falling between them; a railing along one side of the running board might assist brakemen in passing along. Creepers might be of great advantage in slippery weather; however, I have heard objections to them on account of injuring the roofs of cars. Some of them are made to fold up in the hollow of the boot when not in use. I do think they should receive a fair trial. I do not approve of canvas bridges or movable traps of any description. Better leave the spaces between the cars as they are in order to have uniformity.

5. *Changes in Couplers, etc.*—The addition of space bridges or traps on Canadian cars would only tend to cause accidents, when American cars are coupled in among the former. *Want of uniformity is a serious matter.*

6. Many brakemen get killed through their own carelessness, want of experience, or foolhardiness. Posts have been erected and thongs strung across the track to warn brakemen of the approach to over-head bridges, but it is well known that they are knotted, cut off, or tied up by brakemen through sheer mischief. Such conduct is reprehensible and might cause the death of a comrade. The thongs are certainly an admirable idea to give warning.

I have twenty-five years' experience as to what I have said.

During six years I have been on the Toronto and Nipissing Railway, not a brakeman has been killed or seriously injured; although our curves are sharp, grades short, and gauge narrow, causing greater oscillation in the cars than those of a broad gauge, yet our men get over the tops of box cars and over lumber and wood safely. I attribute our success to the fact that we employ the best men we can find. Our drivers are *intelligent and careful*, and when coupling up keep it in view that reckless shunting on their part may kill or maim a man. *Careful, even-tempered drivers*—I mention this significantly.

TRAFFIC SUPERINTENDENT.

REPLIES TO QUESTIONS.

1. No change can be made in the present method of coupling cars, unless all cars in Canada and the United States were of equal height where coupled.

2. Am not aware of any automatic couplers having been used successfully on freight cars.

3. By placing a block of wood between rails, from point of frog to where the rails are about twelve inches apart.

4. None, until all cars are of equal height. A running board might then be used. Over-lapping space between cars, and a hand-rail would be of service in slippery weather.

5. Changes in couplers and cars would be of no practical use whilst the cars of United States roads remained as at present. The blocking of frogs would not interfere with the running of any Canadian or foreign cars.

FREIGHT AGENT,

G. T. R.

GRAND TRUNK RAILWAY.

DEAR SIR,—The subject to which the queries on the other side of this relate, has occupied my thoughts for several years. To No. 1, I would say, nothing short of an automatic or self-coupler will remove the danger. No. 2. There are many to my knowledge, of the automatics, several of which, and amongst them three different patterns of my own, are unerring where the cars are of uniform height, and coupling bars of same model, but they fail when these conditions do not exist. I do not see how the difficulty can be obviated on lines traversed by foreign or mixed rolling stock (cars), where every train represents as many roads as there are cars in its composition. No two of them having equal weight of load (*i.e.*, height) or couplers alike. The difference in the loading of cars, makes and it seems to me will always be, an insurmountable difficulty in the project of the automatic coupling of freight cars.

Frogs require, in my opinion, no genius to make them safe ; an ordinary block, such as is familiar to every trackman, is all that is needed.

A large percentage of the accidents which have occurred during my experience of thirty years, have been attributable to intoxicating drinks being used by men whilst on duty. You are aware it does not take much of it to excite and make them thoughtless and callous to danger. Though not what is popularly called a teetotaler, I would advocate something stringent being done to mitigate this source of accidents.

G. T. R. AGENT.

QUESTION No. 1. Good bumper castings or wood bumpers projecting about one foot, to be always in good repair.

No. 2. None that I have heard of ; cars are constructed, some high and some low, rendering such not practicable.

No. 3. Frog filled with a piece of oak as far back as you see in diagram marked "block" is all that is necessary.

No. 4. A small railing about four or six inches in height all around car extremity except on foot-board, is, I think, the only practicable means.

No. 5. In frogs there would be no effect ; in cars there would ; in couplers, cars of American roads are some very high and some very low, which renders them very unsafe, as draw-bars get one over the other, also bumpers do not meet, therefore allowing cars to come too close together.

No. 6. To have no cattle guards in yards, also yards well ballasted and level, with no obstructions left about them to entangle a coupler's feet.

AGENT,

C. V. R.

SIR,—In answer to your enquiry as to the best means to prevent accidents to brakemen, I would suggest that all bridges over railways should clear the top of any car seven

feet. And box cars should have a railing along the top, and an opening at each end for men to pass through. And the running-board should project over the end of the car at least four inches; the railing, in my estimation, would keep men from falling off the tops of cars.

ENGINE DRIVER.

THE TORONTO, GREY AND BRUCE RAILWAY,
General Manager's Office,
TORONTO, 28th January, 1880

CHARLES T. GILLMOR,
Clerk of the Legislative Assembly of Ontario.

SIR,—I am in receipt of your communication relating to accidents to brakemen and others employed on railways, and have the honour to reply to the several questions therein set forth, as follows:—

1. I consider the best remedy to prevent accidents happening in coupling freight cars, to be in the use of a self-coupler, such as is in use on the Toronto, Grey and Bruce Railway, and which is being rapidly applied to all the cars on that line. This, with proper dead-woods to keep the cars apart in case of accident to the draw-heads or draw-bar springs, is effective.

2. The draw-head I refer to is "Lappin's Patent."

3. There has never been an accident on the Toronto, Grey and Bruce Railway from railway frogs. Railway men seldom meet with an accident from this cause; it is only ignorant trespassers who suffer. I do not think such an accident ever happened in England, where trespassing is strictly prohibited. The only way to prevent accidents is to fill the frog with a wooden block or other material, and prevent trespassing on railways.

4. I do not think it possible to make any advantageous changes in freight cars to enable men to travel in safety over the top, so long as cars are of different levels. On this railway a train is made up of flat cars loaded with cordwood—say three feet high; of flat cars loaded with cedar rails and posts—say five or six feet high; and of box cars—say six feet high above floor level. The brakemen have to travel over all these, and during the time I have been general manager of this railway, some five years, I have no record of a brakeman falling off the train, except one, when a man fell while crossing between two cars of cordwood, the wood having slipped under his foot while stepping; he was, however, a new hand, out only for the second or third time. The grades on this railway are probably more severe than upon any other in Canada, and brakes have to be more frequently applied.

5. I do not think any change, except in frogs, could be made in the case of Canadian railways to enable men to travel in greater safety over the tops of the cars, so long as the cars of the United States remain unchanged.

6. I believe the best way of meeting the difficulty is by means of either a simple form of continuous brake, or by the use of brake-vans—say one to every twelve or fifteen cars, according to the grades upon which the trains are to be worked. I am making experiments at the present time, with a view to working the brakes on one or two cars adjoining the brake-van, and I think if this can be done the object will be accomplished, as the safety of the men will be assured, and they can then be reduced in number and also in wages.

I have the honour to be,

Sir,

Your obedient servant,

EDMUND WRAGGE.

DEAR SIR,—Your circular of 22nd instant received this day, to which I beg to reply as follows:—

1. A drawbar so constructed and fitted that it cannot be driven in, so as to allow the cars to come together. "Wright's" patent comes the nearest to perfection in this respect, but might be improved by making the shoulders larger, and the opening in end for the link wider.

2. I know of no automatic coupler suitable for freight cars. Any that I have seen are either too expensive or too complicated.

3. Fill up the spaces with wood. I do not think there is any other remedy.

4. A good brake on each car; or better still, one on each end of every car, and kept in good order, so that the two brakemen could each get at two good brakes without running along the top of a train, four good brakes being sufficient, with the caboose and tender brakes to stop or hold any ordinary train under ordinary circumstances. The running board to project six or eight inches beyond the end of cars, and an iron railing, about two feet high, placed a few inches from the running board, with the rod projecting a foot or so beyond the end of the car.

5. The foregoing changes would not injuriously affect traffic with United States Roads; but any radical change, such as automatic couplers, etc., would effectually put a stop to all through traffic *via* the United States roads, by preventing the interchange of cars and causing transshipment, thereby practically ruining the traffic of trunk lines.

6. The majority of accidents in coupling cars occur through carelessness, or on account of drawbars, or something connected with them, being in bad order. If all drawbars were of one good kind or nearly uniform in construction and fitting, and kept in good repair, as well as the bunter timbers, deadwoods, etc., there need not be many accidents of this kind.

I am of opinion that if the above suggestions were put into effect, and an inspector appointed to see that they were complied with, accidents of the nature for which a remedy is sought would be comparatively few.

W. S.,
Agent.

SCHEDULE "B."

QUESTION 1.—What do you consider the best practicable remedy to prevent accidents happening in the coupling of cars?

No. of replies.

In favour of:—

11. Automatic couplers.

4. Uniform height and uniform make of all car bunters and couplers.

2. Sobriety and care on the part of those performing such duties.

6. Build the cars a uniform height so that the bunters will come exactly opposite each other.

4. Recommend "Wrights" patent.

2. " " "Bolton" "

7. " " "Lappin's" "

4. A rod or stick to lift the coupling link.

1. New standard drawbar as it does away with dead-wood.

1. Foot-board and handle on end of car for foot rest and to hold on by.

2. Uniform height of cars and no dead-wood.

2. All links to be not less than a foot long.

QUESTION 2.—Are there any automatic couplers which have been successfully used on freight cars? If so name them.

7. Lappin's, on Northern and Toronto, Grey and Bruce.

2. Dr. Wright's, fairly successful on Great Western Railway.

2. Bolton.

3. Automatic couplers tried have all been found too complicated, and liable to get out of order.

No. of replies.

In favour of :—

2. The Miller automatic coupler could be used, but at great expense. It is used on passenger coaches.

QUESTION 3.—What do you consider the best means to prevent accidents arising from railway frogs?

37. Filling up frogs with wood.

1. Frogs cast solid.

1. U rails.

1. Switch to throw seven inches instead of five.

1. Fill with iron solid in preference to wood, the latter being too much affected by weather.

1. The use of division boards with springs.

1. Men not to wear laced, buckled, or buttoned boots, but those out of which the feet can be easily slipped.

QUESTION 4.—What changes in freight cars are practicable to render greater safety to brakemen when engaged in stopping trains?

8. A hand-rail on the end of the car on one or both sides that a man might grasp it in falling.

13. A hand-rail along the running board three feet high, extending beyond car-end.

5. The running board to be two feet wide.

2. " " two and a half feet wide.

3. " " three feet wide.

13. The running board to extend over end of car the extent of the dead-wood.

2. Wider ridge boards and an iron railing round the edge of cars.

7. Brake to be on top of car, cog-wheel and hook on the roof.

8. English system of stopping trains by brake vans.

4. Brakes should be kept in repair and companies compelled to have them so.

1. Tops of cars to be sanded.

1. Smith's patent brake.

1. Screw brake and railing on top.

1. Roof painted white.

1. Coupling done from top or side.

QUESTION 5.—What would be the effect of changes in the couplers, frogs, and cars of Canadian railways, whilst those of the United States roads remained as at present?

All. No effect as to frogs.

1. Car-couplers would have to be arranged for old and new draw-heads.

3. Changes made in Canadian cars would not materially affect the number of accidents; diversity of cars tending more than anything to cause accidents.

1. Entirely useless on Canadian trunk lines.

1. New couplers adopted by Canadian railways would have to be so constructed as to couple on foreign cars or would have a very injurious effect.

2. None by using "Lappin's" coupler.

2. Beneficial in every instance where two Canadian cars come together.

1. None materially. Some American cars have running board projecting.

3. None with "Bolton" coupler.

5. Compelling use of automatic couplers would seriously injure traffic with the United States.

QUESTION 6.—What other suggestions in the premises would you recommend to the Committee?

2. Government to offer a prize to the inventor of a practicable automatic coupler and make its adoption compulsory by railway companies.

No. of replies.

In favour of:—

8. Bridges to be of sufficient height as to prevent a man being struck.
 1. Ontario and Dominion Governments to confer with the United States Government with the view of introducing international law governing construction of freight cars.
 4. A Government Inspector of Railways.
 1. Ladders to be on sides of cars.
 1. Brakesmen to be trained before going on road.
 1. That a brake be worked with a screw on brake van, with wrought iron tires on wheels, and van loaded to the amount of ten or fifteen tons. Not less than two red lamps in rear.
 1. To have no cattle guards in yards, track in yards to be well ballasted and level, with no obstructions left about to entangle a coupler's feet.
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REPORT
OF THE
STANDING COMMITTEE
ON
PUBLIC ACCOUNTS.

Printed by Order of the Legislative Assembly.



Toronto:
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1880.

REPORT

OF THE

STANDING COMMITTEE

ON

PUBLIC ACCOUNTS.

To the Honourable the Legislative Assembly of the Province of Ontario :

The Standing Committee on Public Accounts beg leave to present the following as their

FIRST REPORT.

The COMMITTEE have carefully examined a large number of the Public Accounts of 1879, after completing those of 1878, and, for a more thorough explanation of various items in these Accounts, the Committee have deemed it advisable to call witnesses who have given evidence, herewith submitted, upon various matters of interest to the public.

Colonel GILLMOR, Clerk of the House, was examined with respect to the sessional writers, messengers, pages and others employed in the House, and fully explained the system over which he had direct control. *See "A."*

Messrs. R. G. DALTON, Clerk of the Crown and Queen's Bench, M. B. JACKSON, Clerk of the Crown and Common Pleas, and G. S. HOLMESTED, Registrar of the Court of Chancery, appeared before the Committee and were examined with regard to the Reporters' Fund and furnished statements of disbursements in connection therewith. *See "B," "C," "D."*

Mr. LANGMUIR, Inspector of Asylums, Prisons, &c., gave testimony with reference to an official visit of the Lieutenant-Governor and party to the new territory in the north-west part of the Province, and also with regard to account of John Meek. *See "E" and "F."*

Mr. LANGMUIR also gave evidence respecting the travelling expenses of the officers of the Asylums for the Deaf and Dumb. *See "G."*

Colonel GILLMOR was examined and at some length explained the items of expenditure of the Lieutenant-Governor and party while on a trip to the new territory in the north-west part of the Province. *See "H."*

Mr. LANGMUIR and Mr. PHILLIPS were examined and gave testimony with regard to a trip to the upper lakes about the month of September in the year 1868, known as the "*Chicora* Trip." *See "I."*

Mr. MONK was examined with regard to a trip to Ottawa when the Governor-General was presented with an address. *See "J."*

Mr. MILLOY appeared before the Committee and was examined with reference to a trip of the steamer *Chicora* to Lake Superior during the year 1868. *See "K."*

MR. EDWARDS from the Public Works Department appeared before the Committee, and was examined with regard to Mimico Farm. See "L."

HON. FRANK SMITH and HON. MR. CARLING were examined with reference to a trip of the steamer *Chicora* to the upper lakes in the month of September in the year 1868. See "M."

In addition to the evidence taken and detailed as above, the Committee submit herewith Minutes of Proceedings during the present Session.

All of which is respectfully submitted.

THOMAS GIBSON,
Acting Chairman.

COMMITTEE ROOMS,
March 3rd, 1880.

MINUTES

OF THE

STANDING COMMITTEE

ON

PUBLIC ACCOUNTS.

COMMITTEE ROOM,

Wednesday, January 14th, 1880.

The Standing Committee on Public Accounts, composed of Messieurs Badgerow, Ballantyne, Creighton, Ferris, Gibson (Huron), Harcourt, Hardy, Lauder, Meredith, Merrick, Ross, Scott, Striker, Wood and Young, met at 10.45 o'clock for organization.

PRESENT :

Messieurs Ballantyne,
Creighton,
Ferris,
Harcourt,

Messieurs Meredith,
Striker,
Wood.

On motion of Mr. Striker, seconded by Mr. Ballantyne, Mr. Ferris was appointed Chairman.

Committee adjourned at the call of the chair.

J. M. FERRIS,
Chairman.

TREASURER'S OFFICE,
January 23rd, 1880,
Friday, 11 a.m.

The following Members present :

The Chairman,
Messieurs Ballantyne,
Creighton,
Gibson (Huron),
Harcourt,

Messieurs Lauder,
Meredith,
Striker,
Wood.

Mr. Harcourt asked that vouchers for the following items be procured for next meeting of the Committee.

Public Accounts, page 68—1878 :

A. G. Hill, office rent and expenses	\$843 64
--	----------

A. W. Lauder, that information with regard to the following items be laid before the Committee at its next meeting.

P. Scully, Public Accounts, page 45—1878	\$195 75
J. Simser, " " "	153 00
F. Lewis, services as extra clerk "	850 00
Sundry persons, page 51 "	391 55
D. E. Playter, " "	120 00
G. & E. Evans, page 52 "	318 67
Simser, } Services on grounds, page 52, "	196 00
Scully, }	153 00

Mr. Meredith, that papers respecting the following be handed in at next meeting of the Committee.

Administration of Justice, page 65 :

Thomas Short	\$2,000 00
R. Matheson	2,700 00
K. McKenzie	743 97
Queen vs. Taylor	636 79

Provincial Police, page 68 :

A. G. Hill	\$843 64
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Seals and other Contingencies ;

T. Phillips, disbursements re visit of County Judges to Central Prison	\$85 45
--	---------

Sundry Services, page 163 :

A. N. Buell	\$800 00
John Meek	400 00

Unprovided Items, page 163 :

J. W. Langmuir	\$546 16
McLennan, Downey & Ewart	184 89

Poor Schools, page 82 :

County of Perth	\$225 00
" Wentworth,	60 00

J. Watson, page 50—Reporting, page 51 :

He also required that the Clerk of the House be notified to attend next meeting to give evidence with regard to sessional writers, messengers and pages.

Committee adjourned to meet on Wednesday, the 28th, at 11 a.m.

J. M. FERRIS,
Chairman.

PUBLIC ACCOUNTS COMMITTEE,

TREASURER'S OFFICE,

January 28th, 1880, 11 a.m.

Committee met pursuant to adjournment.

PRESENT :

The Chairman,
Mr. Gibson (Huron),
“ Hardy,
“ Meredith,
“ Merrick,

Mr. Macmaster.
“ Striker,
“ Wood,
“ Young.

Col. Gillmor, the Clerk of the House, appeared and was examined before the Committee with reference to sessional writers, messengers and pages. His testimony, taken by shorthand writer, is hereto appended. See paper marked “A.”

The Committee proceeded to examine papers with reference to accounts of Scully, Simser, Short and Hill.

Mr. Meredith asked for information with regard to Mr. Langmuir's account *re* Thunder Bay official visit; also, with reference to account of Fulton, Michie & Co., as to which Mr. Hardy gave explanation.

Mr. Meredith moved that Mr. Scott be instructed to attend at next meeting and give evidence with regard to payment to Kenneth McKenzie; also, that Mr. Langmuir should be present and make explanation of details of item \$546.16, page 163, Public Accounts, 1878.

Mr. Young requested that papers in reference to payment to W. H. Fraser, on account of services, etc., at Philadelphia Exhibition, page 158, be produced.

Mr. Meredith moved that further consideration of the following items be resumed at next meeting:—

Sundry services, page 163 :

A. N. Buell	\$800 00
John Meek	400 00

Unprovided items, page 163 :

McLennan, Downey & Ewart	\$184 89
--------------------------------	----------

Poor Schools, page 82 :

County of Perth	\$225 00
“ Wentworth	60 00

On motion, the Committee adjourned to meet on Friday, the 30th inst., at 11 a.m.

J. M. FERRIS,
Chairman.

(A)

PUBLIC ACCOUNTS COMMITTEE,

TORONTO, January 28th, 1880.

Mr. Gillmor, Clerk of the House, appeared before the Committee, and gave evidence as to the system in use in employing sessional clerks, messengers, etc.

BY MR. MEREDITH.

Q. Upon whose responsibility are these appointments made? A. The rule is that they are to be made on the responsibility of the Speaker. With a few exceptions, they are now made by the Government.

Q. What course is taken in making such appointments? A. For instance, this year the course has been a little more regular than heretofore. I was called upon to make out a statement of the sessional writers and messengers I would require, and a number of names were sent to me as of those to be employed to fill the positions.

Q. That is a new practice, introduced for the first time this session? A. Yes.

Q. What was the practice before? A. There was no definite limit to the number to be employed. New ones were added, sometimes by the Government and sometimes by the Speaker.

Q. In 1878 you had 37 employed, what is the number this year? A. In what I said I referred more particularly to my own staff. A number of those whose names appear are employed in another department, and are practically beyond my jurisdiction. Some are employed only for a short time and are not practically sessional writers. They are employed very largely in copying returns and other Sessional Papers.

BY MR. HARDY.

Q. You refer to some employed under Mr. Spence? A. Yes.

BY MR. MEREDITH.

Q. Henry and Semple were employed in the library, were they not? A. They had something to do with the Attorney-General's department. Some are in the Provincial Secretary's department, copying returns to be laid before the House.

Q. Is there an extra staff of that kind employed this session? A. I suppose so.

Q. How many? A. I cannot say exactly.

Q. What pay do they receive? A. From two-and-a-half to four dollars a day.

Q. Depending upon what? A. Upon their merits.

Q. During the session? A. Yes; some are employed a little before the session, and kept on a little after it closes.

Q. There is an entry here, "P. J. Fox, \$147.50," (Pub. Accounts, p. 48); was he employed at all during session? You asked me about him last session. He came here in the middle of the session. He was, by order, paid from the beginning of the session.

Q. By whose order? A. I cannot say.

Q. Was it written or verbal? A. I cannot say; it did not come to me.

Q. Who certifies to Mr. Notman as to the time these clerks have been employed? A. I hand in a memorandum of the time the several clerks and pages come, and he pays them up to the last day of the session.

Q. Was the time of this man, Fox, paid up to the last day of the session? A. Yes; you asked me about this last year, but since then the circumstances have passed out of my recollection. I think he was paid by order of the Speaker.

BY MR. FERRIS.

Q. Might he have been employed during the early part of the session in another department, and beyond your control? A. I don't know.

BY MR. MEREDITH.

Q. I think it was mentioned last session, that he had come here at the instance of somebody, expecting to get employment? A. I believe that was the case.

BY MR. HARDY.

Q. So he waited here from the beginning of the session until he was put at work?
A. Something of that kind.

BY MR. MEREDITH.

Q. Are these messengers under your control? A. Yes.

Q. How many are employed this session? A. Thirteen or fourteen.

Q. Will there be any greater reason for a reduction this year than in 1878? A. No. I look to the head messenger; he is responsible to me. I get him to report to me how many messengers he will require, and where they will be stationed.

Q. Upon whose recommendation were they employed in 1878? A. I must say this is the first year there has been any regular system. The messengers at the different doors were of course always the same in number, but there were extra hands required, to answer a bell, and to take messages here or there; I have now four of these extra hands, and they are no more than are required. Sometimes they are all out at once. I have rung the bell, and there has been nobody to answer it. I am run about as close as I can be.

Q. Are these firemen employed during the session only? A. One is employed about November to get everything in readiness and get the fires going. I keep him on until March. The others are employed only during the session.

Q. I observe here two charges for reporting, "Richardson & Co. \$40, and "L. B. Percival \$40," (Public Accounts p. 48) what were they for? A. Richardson & Co. did some work for the Committees; as for Percival, I do not know what that was for.

Q. It was for reporting the Budget Speech, was it not? A. I suppose so.

Q. There is a charge here "H. P. Dwight, services as telegraph operator," (Public Accounts, p. 48); what does that mean? A. That was for meals for the telegraph operators. They took their meals in the building, to do away with the necessity of their going to their homes and being absent from their duties.

Q. Are any of these sessional writers permanently employed? A. No; it is a definite understanding that they are employed only during the session. As a rule when they behave themselves and perform their duties satisfactorily for one session they are employed again.

BY MR. HARDY.

Q. Sometimes one of those under you is detached for special service in some department. A. Yes.

BY MR. MEREDITH.

Q. There is plenty for those under your control to do? A. Yes, there is now. During the first ten days or so of the session they are, you might almost say, apparently idle; in fact we have to make work to keep them going. Now they have as much as they can do.

Q. Are they utilized as sessional writers when not connected with the committees? There are a lot of names here I see of those who attend the Private Bills Committee; are they utilized when not so employed? A. Decidedly. After the first fortnight of the session, each one has as much as he can do. They are instructed to attend every morning, whether the Committee is in session or not. One may occasionally get leave to go away for special reasons, but otherwise they are employed the whole day long, fully, and, in many instances, closely employed.

BY MR. HARDY.

Q. There are some of them who have been on the staff a long time are there not?
A. Yes; Kent has been here from the first.

Q. Any others? A. Joseph has been here a long time.

Q. What are his duties? A. He assists the Law Clerk. Kent does everything. He is my right-hand man.

Q. He is a sort of deputy of yours? A. Yes; he is responsible to me for the correct work of all the other sessional clerks.

By MR. MEREDITH.

Q. He is Clerk of the Private Bills Committee? A. Yes; he is a most invaluable man. I do not think I could get through the work without him. This year I have made Joseph take some work in addition to his former duties in the Law Clerk's office.

By MR. HARDY.

Q. He is a man of some experience? A. Yes, he is a barrister of some years standing.

Q. You were instructed to give notice to all messengers and clerks not to come here for employment unless notified to do so? A. Yes.

Q. You gave that notice? A. Yes.

Q. Formerly the practice was for all persons who had been employed to report themselves for work at the opening of the session, and, if any new ones were taken on, the number went on increasing? A. Yes; I must say the system adopted this year is much more satisfactory—to me, at all events—than the one hitherto in use.

Q. You do not know the number employed under Mr. Spence especially? A. No.

Q. You do not examine into that? A. No; but I know there are five or six less than last year.

Q. I believe it was reported to you that Fox had been here from the early part of the session? A. Yes; I understand that he came here thinking that he was to be employed.

By MR. MEREDITH.

Q. Can you give us an idea of the saving under the new system? A. So far as I am concerned it is \$1,400 at all events.

Q. It may probably be, counting sessional writers, about fifteen or sixteen hundred dollars? A. Yes, I should think so.

Q. The notice you speak of was sent to all parties; it was not only the Conservatives who were notified not to attend? A. The notice was sent to all; perhaps some were Conservatives; I do not know, or care, anything about that.

By MR. FERRIS.

Q. The system is not so loose as it was? A. Not so loose as it was.

By MR. HARDY.

Q. You are aware this whole matter has been turned over to the Government? A. It has been practically so always.

Q. Appointments are now made by the entire Government in Council, no head of a department making any appointments? A. I understand so.

By MR. FERRIS.

Q. Formerly the Speaker, the Clerk, and members of the Government were making appointments without consulting each other? A. No, sir, the Speaker may have done so, or the members of the Government, but the Clerk did not.

By MR. HARDY.

Q. Are you aware that there was an unusual volume of special work to be done last session on account of the increased number of returns to be brought down? A. Yes, there was so much to be done that a portion of the work had to be left unfinished.

TREASURER'S OFFICE,

Friday, 11 a.m., January 30th, 1880.

Committee met pursuant to adjournment.

PRESENT :

The Chairman,
Mr. Creighton,
" Gibson (Huron),
" Hardy,
" Lauder,

Mr. Meredith,
" Merrick,
" Macmaster,
" Striker,
" Wood.

Minutes of last meeting read and adopted. Mr. Langmuir and Mr. Scott present.

It was moved that their examination be deferred until a subsequent meeting. Carried.

Mr. Macmaster here entered the room.

Mr. Meredith moved that Mr. Scott be notified to attend at next meeting and furnish statement of receipts on account of shorthand reports and expenditure for the years 1878-9, the state of the fund in detail as to what reporters have been employed, etc.

Mr. Crooks ordered to be called.

Moved, that notice be sent to the Public Work Department that Mr. Edwards be in readiness to attend next meeting and make explanation with regard to Surveys, Inspections, Arbitrations and Awards, page 179, Public Accounts, 1878.

Mr. Lauder here entered the room.

Mr. Merrick moved for the following papers :—

Page 130, cab-hire for Roman Catholic clergy and teachers, James McConvey ; also, Verral's account, page 131, item, \$402.00 ; accounts, page 139, W. Wicken's travelling expenses, \$119.44 ; also, travelling expenses of W. Johnston, page 143, \$107.25 ; Macmaster & Bros., page 133, cloth for Common Gaol suits, \$2,670.89 ; also, papers, page 136, A. Christie, officers' travelling expenses, \$160.52 ; extra services, \$137.00 ; sundries, \$501.00.

Committee adjourned to meet on Wednesday, the 4th prox., at 11 a.m.

J. M. FERRIS,
Chairman.

TREASURER'S OFFICE,

Wednesday, 11 a.m., February 4th, 1880.

Committee met pursuant to adjournment.

PRESENT :

The Chairman,
Mr. Ballantyne,
" Creighton,

Mr. Long,
" Young.

No quorum.

TREASURER'S OFFICE,

Thursday, 11 a.m., February 5th, 1880.

Committee met pursuant to adjournment.

PRESENT :

The Chairman,
Mr. Ballantyne,
" Creighton,
" Gibson,
" Hardy,
" Lauder,

Mr. Long,
" Meredith,
" Merrick,
" Macmaster,
" Striker,
" Wood.

Messrs. R. G. Dalton, Clerk of the Crown, Queen's Bench ; M. B. Jackson, Clerk of the Crown and Common Pleas ; and G. S. Holmested, Registrar Court of Chancery, appeared, in compliance with the summons issued at last meeting, and furnished statements shewing disbursements in detail with regard to Shorthand Writers' Fund, etc. They were examined before the Committee, and their evidence, taken by a reporter, is hereto appended. See papers marked "B," "C" and "D," respectively.

Mr. Langmuir was sent for, and appearing, was examined with regard to the Lieutenant-Governor's official visit to Thunder Bay ; and also to the accounts of Jno. Meek and Thomas Short, page 163, Public Accounts, 1878. His testimony is hereto appended. See papers marked "E" and "F".

On motion, the Committee adjourned, to meet next day (Friday) at 11 o'clock.

J. M. FERRIS,
Chairman.

Mr. R. G. Dalton appeared before the Committee and gave evidence concerning the employment of shorthand writers in the Court of Queen's Bench, and produced the following statement :—

(B)

REPORTERS' FUND.

Cash Account.

1877.	Dr.	Cr.
July 4.—Cash received to date.....	\$828 97	
Aug. 23.—Paid Hart and Rawlinson's account....		\$27 18
" 23.—Paid McGillivray & Co's account.....		64 72
Dec. 18.—Cash received to-day	49 19	
" 24.— " "	28 85	
1878.		
Jan. 2.—Cash received to-day	72 21	
" 23.— " "	213 52	
Feb. 18.— " "	70 92	
Paid McGillivray's account		9 75
" 21.—Cash received.....	47 27	
Mar. 15.—Paid McGillivray		31 10
June 13.—Cash received.....	75 29	
" 27.— "	178 64	
July 23.— "	108 60	
Nov. 11.—Paid McGillivray's account		43 75
Dec. 19.—Cash received.....	136 72	
" 23.— "	60 66	
" 30.— "	101 05	
" 28.—Paid Brown Bros.' account		9 15
" 31.—Balance brought forward		1,786 24
	<u>\$1,971 89</u>	<u>\$1,971 89</u>

1879.

Jan. 1.—To Balance brought forward.....	\$1,786 24
Feb. 20.—Cash received.....	39 84
" 24.— "	35 35

1879.		Dr.	Cr.
April 29.—	Check, Hon. C. J. Wilson		\$113 50
May 6.—	“ Sturrock & Co. (reporters' supplies)		36 60
“ 20.—	“ Wm. Sims (reporter)		59 60
“ 31.—	“ Geo. Eyvel “		180 00
June 16.—	Cash received	\$77 87	
“ 24.—	“	80 05	
Sept. 6.—	“	35 78	
Oct. 4.—	Check, Frank V. Dickson (reporter) ...		50 00
“ 4.—	“ Wm. McLean “		50 00
“ 16.—	“ Wm. F. MacLean “		50 00
“ 17.—	“ Frank V. Dickson “		20 00
Nov. 3.—	“ W. F. MacLean		20 00
“ 14.—	“ Frank Dickson		213 00
“ 15.—	“ George Eyvel		255 35
“ 21.—	“ O. H. Crawford, for W. G. Pollocks		13 00
Dec. 1.—	“ W. F. MacLean		210 00
“ 15.—	“ Wallace McLean		211 20

STATEMENT OF SHORTHAND REPORTERS' ACCOUNT.

Court of Chancery.

1878.		Dr.	Cr.
Jan. 1.—	By balance on hand		\$56 63
May 20.—	“ cash from the Honourable the Provincial Treasurer		300 00
“	“ cash at sundry times from divers parties for copies of evidence furnished by shorthand reporter		400 30
	To cash paid for extra reporting	\$661 82	
Dec. 31.—	Balance on hand	95 11	
		<u>\$756 93</u>	<u>\$756 93</u>

1879.		Dr.	Cr.
Jan. 1.—	By balance on hand		\$95 11
July 7.—	“ cash for the Honourable the Provincial Treasurer		250 00
“	“ cash at sundry times from divers parties for copies of evidence furnished by shorthand reporter		514 95
	To cash paid for extra reporting	774 91	
Dec. 31.—	“ balance on hand	85 15	
		<u>\$860 06</u>	<u>\$860 06</u>

1880.

Jan. 1.—	By balance on hand	\$85 15
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Mr. M. B. Jackson appeared before the Committee and gave evidence as to the employment of shorthand writers in the Court of Common Pleas, and produced the following statement:—

(C)

The following is a statement of receipts on account of shorthand reports, and expenditure for the years 1878-9 ; and the state of the fund in detail ; and what reporters have been employed for the office of the Court of Queen's Bench :—

Total amount received in period named	\$1,187 77
“ paid in same period	1,957 61

The following have been the reporters employed and paid through me in addition to the staff of Government reporters, viz. :—

William Sims,	John S. Monahan,
Wallace McLean,	Fisk Johnston.
Thomas W. Gibson,	
	R. G. DALTON.

There was more than \$900 in my hands, over from 1877 on 1st January, 1878.

[Copy.]

The Clerk of the Crown and Pleas, Queen's Bench, in account with the Government of Ontario.

FOR THE SHORTHAND REPORTERS' FUND.

[illegible]

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Mr. George S. Holmsted appeared and gave evidence concerning the employment of short-hand reporters in the Court of Chancery.

(D)

SHORTHAND REPORTERS' FUND.

1878 and 1879.	Dr.	Cr.
Received on account of Shorthand Reporters' Fund during 1878-9	\$1,333 77	
Disbursed on account of same Fund during same period		\$ 1,376 00
Balance at credit of Fund on 31st December, 1879....		\$572 88

The reporters employed in addition to the regular staff, as far as I know, are

Wm. Sims,	Wm. F. MacLean,
George Eyvel,	Wallace McLean.
Frank V. Dickson,	

BY HON. MR. HARDY.

Q. Did you make out the account of receipts and expenditure in regard to short hand writers in the Court of Chancery? A. Yes; it is not a detailed statement.

The following is the statement produced by the witness:—

BY MR. MEREDITH.

Q. I see that in 1878, \$661.82 was spent for the services of extra reporters, and \$774.91 in 1879? A. Yes.

Q. Is there any one of these reporters regularly attached to the Court? A. Yes; Mr. Henderson is the official reporter. When the Court is sitting in two places at the same time—as for instance when one of the judges is on circuit—we have to get an additional reporter. This additional reporter is paid out of the fees we get from Henderson's copying out of evidence he has taken.

Q. In 1878, \$300 was paid toward this fund by the Provincial Treasurer, and in 1879, \$250; that comes from the Provincial funds I suppose? A. Yes.

Q. What rates of pay are given to the occasional reporters? A. The additional reporter is paid \$5 per day and his travelling expenses. He is also allowed to charge ten cents a folio for any evidence which is bespoken, and which he transcribes. We charge only five cents.

Q. Two-thirds of the work must be done by the occasional reporters? A. I do not think it is quite so much as that.

Q. Are they charging ten cents a folio; it must be clearly against the rules? A. I think there is no rule in the matter.

Q. Yes there is; the Government allow them to charge only five cents a folio? A. It may apply only to the regular reporter. Five dollars a day and five cents a folio was not considered sufficient remuneration for them, I suppose.

Q. The occasional reporters are employed by the directions of the judges, are they not. The judge does not communicate with the Government does he? A. Yes; if a reporter is needed, I notify one to attend.

Q. Who are employed chiefly? A. Mr. Parkes is the man generally employed. Mr. Maud is also employed.

Q. Mr. Parkes is an attorney now—lately admitted, is he not? A. Yes, I believe so. I was required to produce statements for 1878 and 1879; that for 1878 has been audited by the Government auditor.

Q. Would it not be more satisfactory if these fees were paid by stamps the same as other fees? A. The only difficulty would be as to paying the occasional reporters. If the Government paid them, there is no reason why the fees should not be collected by stamps.

Q. It would save trouble, would it not? A. I think it would; for instance I would not have to keep these accounts then.

(E)

PUBLIC ACCOUNTS COMMITTEE,

Toronto, February 5th, 1880.

Mr. J. W. Langmuir, Inspector of Asylums and Prisons, appeared before the Committee, and gave evidence as to the item "John Meek, claim *re* Malden and London Asylum, \$400."

By MR. MEREDITH.

Q. What does this item mean? A. John Meek was the gate-keeper of the old Malden Asylum. He was found to be capable of keeping books; (he was an old soldier—a pensioner) and he was taken from the gate, and put into the office. He was found to answer the purpose very well. That was continued under the old Board of Inspection some four or five years, and when Confederation took place, I found Meek in that service, acting as book-keeper. Just about the time the old Board went out of office, they passed a resolution recommending the payment to Meek of this amount. No action was taken upon it, because the recommendation was not passed until June, 1867. Meek had only been receiving \$28 a month for his duties as book-keeper, and he certainly did his work well. He was entitled to something, and the Board very properly passed this resolution. It was not taken up in time by the old Government, so that he did not receive anything. When the Malden Asylum was closed, and the patients sent to London, he was sent there as book-keeper, but it was found he was too old for the increased work, and his services were dispensed with.

Q. When? A. In 1872. At the time he was in London, he received a fair salary, \$1,000 a year, or so, and when his services were dispensed with he claimed this £100, which he considered should have been paid to him by the old Government of Canada. I brought the matter before the Government and recommended the payment of the claim, thinking it a perfectly just one. The reason my chief gave for non-payment was that it was one of those claims that should have been brought before the old Government of Canada, and inasmuch as one or two claims of a similar nature had been thrown out under John Sandfield Macdonald he did not care to take hold of it. The claim was pressed by Meek again and again, and I kept recommending it, and at last it was paid.

Q. The services he performed in respect of which these four hundred dollars were paid were prior to Confederation? A. Yes; this resolution was passed by the old Board.

Q. And in 1872 his services were dispensed with? A. Yes.

Q. Did he receive any gratuity then? A. Yes: I think he did, a small one—the balance of the year's salary. If his services were dispensed with—as I think they were—in July, he was paid for the whole year of 1872.

(F)

The same witness (J. W. Langmuir) gave evidence concerning the item "J. W. Langmuir, travelling expenses of His Honour the Lieutenant-Governor, on official visit to Manitoulin Island, Sault Ste. Marie, Thunder Bay, &c., \$546.16."

By MR. MEREDITH.

Q. Have you the papers connected with this expenditure? A. I have not got them all here.

Q. There was an amount given to Barlow Cumberland for tickets, have you a voucher for that? A. If the account was paid by order on the Treasury Department, the account would be attached to that individual order. I think there was simply a check given for the tickets, and no account rendered of them.

Q. Have you Fulton, Michie & Co's account? A. Yes; here it is.

The following is the account produced by the witness.

TORONTO, 31st July, 1878.

DEPARTMENT OF PUBLIC WORKS.

Bought of *Fulton, Michie & Co.*, Grocers, Wine and Spirit Merchants, 7 King Street West :—

2 Cases, Louis Roederer Champagne, @ \$25	\$50 00
1 Case, Sparkling Saumur	12 00
1 " Beaune	10 00
1 " Extra Old Rye	6 00
2 Bottles P. Cognac, @ \$1.20	2 40
$\frac{1}{2}$ Dozen Sherry, @ \$14	7 00
1 Bottle Port	1 20
2 Flasks Hollands, @ 75c	1 50
3 Dozen Apollinaris, @ \$2.25	6 75
100 Cigars "H. Clay Reg. Americana"	10 00
100 " "Resolucion Londres"	5 50
$\frac{1}{2}$ Parson's Stilton, 6 $\frac{1}{2}$ lbs., @ 35c.	2 28
1 Tin 40 R. Water Biscuits, 7 $\frac{3}{4}$ lbs., @ 15c	1 55
1 " Soda Biscuits, 7lbs., @ 10c	1 10
1 Tin Cut Tobacco	1 50
2 Packages "	0 40
	<hr/>
	\$119 18
August 1st, 1 Case "St. Estephe" Claret	11 00
	<hr/>
	\$130 18

(9 cases, 2 tins : 11 pieces, to Northern Railway, care of Mr. Harvey.)

Paid, 29th January, 1879,
 FULTON, MICHIE & Co.,
 Per A. DUERY.

Q. What was the object of this trip? Of whom did the party consist? A. Of the Lieutenant-Governor, his A.D.C., Dr. Hingston of Montreal, the Lieutenant-Governor's body servant, the Provincial Secretary, who was also acting as Minister of Public Works, the Provincial Treasurer, and myself. There were eight altogether, I think.

Q. What was the object of this visit? A. The object, as I understood it, was to see the Thunder Bay District, and to visit it. The object on the part of Honourable Mr. Hardy, was the selection of sites in connection with four new lock-ups. My object was to visit the gaols and lock-ups, and the selection of these sites in connection with my other duties.

By MR. HARDY.

Q. Was the internal arrangement of the Court House and Registry Office settled?
 A. Yes.

Q. What was the object of the Lieutenant-Governor's visit? A. I don't know.

Q. It was an official visit, was it not? A. Yes.

Q. To where? A. To the Thunder Bay District.

Q. Where did the party go? A. We first went to Collingwood, thence by steamer to various points on Manitoulin, first landing at Killarney, and then to other points. From Manitoulin we went to Bruce Mines, and to the Sault. The Lieutenant-Governor received deputations at all these points, and waited at the Sault over night and then went through to Thunder Bay. He visited all the points at Thunder Bay.

Q. How long did the trip last? A. From the first of August to the fourteenth—two weeks.

Q. The Lieutenant-Governor received addresses at these places, did he not? A. At every point he received an address.

Q. Arches were erected, and crowds of people assembled? A. Yes.

Q. What was that point we stopped at first on Manitoulin Island? A. Manitouaning. We received, at Little Current, a large deputation.

Q. The people turned out in holiday fashion, you remember; cannons were fired, the militia turned out, and so on? A. Yes.

Q. It was an official formal visit in that way? A. Yes.

Q. Do you know whether people were received on board the boat, and hospitalities tendered them? A. Yes; he always offered them hospitalities.

Q. These hospitalities were dispensed to people who came to wait upon the Lieutenant-Governor? A. They were.

Q. Certain portions of the supplies mentioned in the bill you have produced, I suppose, were dispensed in that way. A. Yes.

BY MR. LAUDER.

Q. Who ordered these supplies from Fulton, Michie & Co.? A. I did, under instructions.

Q. From whom? A. From the Provincial Treasurer. He said it would be necessary to get these things, knowing that it was to be an official visit, and they could be got far better and cheaper here than there.

BY MR. MEREDITH.

Q. Which boat did you go by? A. Mr. Long's the first part of the way.

The same witness (J. W. Langmuir) gave evidence as to several matters in connection with the administration of Criminal Justice.

BY MR. MEREDITH.

Q. I see here two items "To pay carriage of prisoners in different Counties," total \$4,700 (Public Accounts, page 65). What course is adopted in connection with this? A. It is this. We issue, on the requisition of the Bursar, a warrant for sums not exceeding \$1000. Every time the Bailiff takes the route the number of prisoners is checked by the Bursar. The railway fare is checked by him, and an account of it has to be sent in by the Bailiff, with his account of travelling expenses. The account is passed by the Bursar, and shews the amounts received and disbursed.

Q. There is then, a complete check upon the whole thing? A. Yes.

Q. I see here an item "Corporal Punishment Inflicted;" what does that mean? A. During 1878, there were ten cases of corporal punishment inflicted. It is considered to be rather a degrading thing for the guards to do it, and we found great trouble in getting the punishment inflicted. Some of the guards would not do it, though excellent men in every respect, and it was found absolutely necessary to give a small sum for the purpose of having it done.

Q. To whom was this small sum given? A. To one of the guards.

Q. They were willing to sacrifice their scruples for a few dollars? A. Yes. In 1878 it grew to be a larger sum than was thought necessary. Now one man has been appointed; he was a sailor and understands the whipping business, and he receives \$2 for each case. Last year I think there were only six cases of corporal punishment inflicted.

Q. I see an item here for expenses of sending discharged prisoners home; what is that for? A. In the first place, the "Fine Fund" is utilized.

Q. What is that? A. It is a fund made up of fines paid in by prisoners sentenced to both imprisonment and the payment of a fine. It was quite a large fund at first, and was nearly sufficient to pay for sending home prisoners.

Q. But what right had you to that—it belonged to the municipalities? A. Not at all. It was decided by the Attorney-General's department that it did not. They abandoned these claims, except in some instances. The Attorney-General's department having decided that these fines belonged to Ontario, they were paid into a fund, and out of that fund the expense of sending prisoners to their homes was paid—that is, of those who had no funds upon their persons when brought into the prison. Any funds found with prisoners were used, so far as they would go, toward the expense of returning them to their homes. Another class of prisoners was those whom we did not return. If one came back for a second offence, unless it was shewn that he was not so much to blame, he was not returned at the expiration of his term. If he came back for a third offence we thought there was no necessity for incurring expense on his account, and that he might as well remain in Toronto as anywhere else. This fine fund is very much reduced. In my annual statement a full account is given of it. It shews a cost of \$1,317.09 for sending to their homes 367 prisoners. (*See Report of Inspector of Asylums and Prisons, 1879, page 163.*)

Q. I see there is a charge here for gratuities. What is the need of that? A. The details of that would be given in my report.

Q. Are these gratuities given to discharged prisoners? A. I think it is the only charge of the kind during the year. We had a prisoner there who did a great deal of work; he was a capital carpenter. He did so well that we gave him a small sum. He had saved probably \$500 to the Province in works of construction and repairs. There was another man, a painter, who frescoed the ceiling of the chapel, and a small gratuity was given to him. Another man did considerable of the finer work in connection with the tub factory. The whole thing was for services performed, which could not otherwise have been done, except at considerable expense to the Province.

Q. Do you give the prisoners any clothing on sending them out? A. If a man's clothes are unfit to go out in, we give him what will do to take him home decently.

Q. Do you drop him down without a cent in his pocket? A. Yes.

Q. At Kingston they give each prisoner a small sum? A. I believe they do. Our terms are not so long as those at Kingston. The way to do that would be for charitably disposed people to do something for the prisoners after they are discharged.

The same witness (J. W. Langmuir) gave evidence as to the system of giving aid to hospitals and charities.

BY MR. MEREDITH.

Q. There is some objection to the principle on which charitable institutions are aided. Attention has been called to the fact that there is no provision at all for out-door relief. A. There is no provision.

Q. Does not that work unfairly to some? A. Yes; I think it does. I have made a report with a view to remedying the matter. It seems to me unfair, for this reason, that only those are aided who are sent into the institution; whereas a very deserving class of outside poor, and who preserve their independence to a certain extent, are not aided. The Association, or House, or Charity, receives no aid for that class of work. I think myself it would be a very good thing, if it would not cost too much, to offer aid in that respect. You could not very well grant such aid at so much *per capita*, because there are very often whole families aided, made up perhaps of a mother and five or six children.

A very large amount of such work is done by the House of Industry in Toronto, I believe, but for it no grant is given.

Q. What check have you upon the returns sent in by these institutions, as to the correctness of the figures given? A. They are required at the end of the year to return the name of every person in the institution during the year. We have got lists from them all and can shew them to you. The names must be sent of all who have been in the institution whether they were there for a night or for the whole year; also the time they entered, the time they were discharged, and the number of days in. Then that has to be sworn to, to shew that these people were in, and did remain the time mentioned.

BY THE CHAIRMAN.

Q. You require each to keep a daily register? A. Yes; and if I see any discrepancies in it, I ask an explanation. Another, and perhaps the best check of all, if there was any inclination to falsify these returns, is that on my visits I count the number of people in the institution, and see whether it corresponds anywhere near the average number returned.

BY MR. MEREDITH.

Q. Are there any means of letting them know when you intend to make a visit? A. No; I make it a point never to let them know.

Q. Do you think that in any case, a system could be carried out of entering persons as inmates who were really not such? A. No; unless they knew I was coming, and had time to prepare, and I do not know how they could know. I think it would be next to impossible to carry out such a system.

Q. Is there any system by which a more frequent inspection could be made by some local authority? A. Some local authority might do it. To send a clerk from the office here would, of course, be expensive.

BY THE CHAIRMAN.

Q. You find the only really practical check upon the correctness of these returns is by personal examination? A. Yes.

BY MR. MEREDITH.

Q. With regard to the system of giving aid to hospitals, it seems to me that the present system does not tend to get them to keep down expenses? A. No; I find some trouble about that. There is no doubt that the principle now adopted in regard to giving aid to such institutions is a good one, and, in some respects, could not be improved upon, but at the same time, there is that defect in it. Hospital authorities, in order to increase the grant or swell the number of cases, so as to be able to say that it is a large institution, receive a great many cases they should not receive, such as old and infirm persons, or persons afflicted with trifling diseases or injuries—a sore finger or a cold, or something of that kind. It was never the intention of the Hospital Act that such patients should be treated in them at all. The grant is a large one—30c. a day. A large amount has been saved by striking off the classes I have mentioned. Some of those who have been in the hospitals for a long time may at first have been proper cases.

Q. Do you think that is a good rule with regard to ten cents a day? The principle is a good one; but does it not work badly? That is one-quarter of the whole proportion; does not that tend rather to extravagance? A. No; I think not. It tends to increase the subscriptions from private individuals and corporations. The hospital authorities have taken pains to have these amounts increased in order that they might come under the ten-cent rule.

Q. But you find the hospital that is careless and extravagant, and spends more, receives a larger sum than one that spends less? A. It is not based on the amount spent, but the amount received.

Q. Yes, I know; but would not the increase of the amount received tend to increase the amount spent? A. I cannot say that that is a fact; it might be. In regard to the working of the Act, both with regard to hospitals and charities, it has been an acceptable thing for these institutions. Many of them were in a very poor way; their houses were very badly furnished, and their arrangements of the worst character. Under the working of this Act their houses are now in capital order, many of them have built new ones. It is a question whether the amount granted to hospitals could not be reduced. It is getting to be a large amount, and thirty cents a day, in addition to what they receive from the municipalities, paying patients and from private sources, is sometimes rather more than is required by the hospital for ordinary maintenance.

BY THE CHAIRMAN.

Q. Your last report did not give what was received from private sources by the Toronto General Hospital? A. Yes, Mr. Chairman, I think you will find that it did.

BY MR. MEREDITH.

Q. What is the least average cost per day of patients, in any hospital? A. My report says the least is thirty-seven and two-third cents, at the General Hospital, Kingston. The highest is sixty-six cents per day, at the Marine Hospital, St. Catharines.

Q. The Province pays thirty cents per day to the first? A. Yes.

Q. How do you explain the difference between the two costs? A. It does seem to be an enormous difference, but in some hospitals, the character of the patients is the cause of it. Where there are a great number of accident cases, and difficult subjects, the cost of maintenance is greater. The attendance and medicine are both expensive. In Kingston it is the indifferent class of patients they receive that reduces the cost.

Q. The smaller number of patients would also tend to increase the price *per capita*? A. Yes, as a matter of fact, an increase of patients would lessen the expense of each.

Q. At the Guelph General Hospital the cost is sixty-three and three-quarter cents *per capita*. That would be accounted for by the fact that the hospital is small? A. Yes.

Q. The costs at the General Hospital, Toronto, is sixty-three cents? A. Yes, that is to be accounted for, very largely, by the class of patients they receive.

Q. They come from all over? A. Yes; many of them are intricate surgical and medical cases.

Q. Do you think that the relative proportions of the grants made to the three classes of institutions are fair? A. No; I do not. The amount given to orphanages is not sufficient. When you consider that these houses receive waifs from the street, who, if not taken care of, would find their way into the gaols and reformatories, thus effecting a real saving of Provincial funds, I think the grant is a little too small. Then other institutions, whose grants I think are a little too small, are the Magdalen Asylums. They are very difficult institutions to conduct, and it seems to me a question whether, after all, they are doing any good. I suppose that they are doing at least a little. I do not see why they should not go into the "B" schedule and receive seven cents a day. They are now classed in schedule "C" and receive two cents a day, although all the inmates are adults.

BY THE CHAIRMAN.

Q. Which of the institutions would you reduce? A. The hospitals; now that the hospitals are in capital order, the rate should be reduced to twenty-five cents, and orphanages increased to what the additional five cents would give them.

Q. Is the rate charged to patients solely at the discretion of the Governors of an hospital? A. Yes.

Q. What is it? A. Forty cents a day in Toronto, in ordinary cases.

Q. Is that not for patients sent by municipalities? A. Yes.

Q. If the same went to pay his own way? A. It would be from \$3 to \$7 per week, according to the room he occupied.

Q. What is the least they take such a patient for? A. Forty cents a day.

Q. I don't think they will take them at forty cents a day unless they are sent by municipalities? A. Yes, they will; they charge \$2.80 a week. They will not give a single room at less than \$4.00 a week.

Q. My impression was that they charged sixty cents for any patient who was willing to pay; and they would take forty cents a day where the municipality guarantees the payment? A. I think some more attention will have to be paid to these paying patients. No allowance is made on account of them in the Government grant.

By MR. MERRICK.

Q. They ought to be deducted from the number in respect of which the Government grant is made? A. Yes, perhaps.

By THE CHAIRMAN.

Q. Is not the hospital benefited while the paying patient gets nothing? They are paying sixty cents a day, while they are getting no benefit from the Government grant. They would pay the whole of their own expense supposing there was no grant at all? A. If he pays sixty cents a day, it stands to reason that all the hospital receives from other sources is clear profit so far as maintenance is concerned.

Q. I understand that is the way in the hospital here; and they base their claim to such a large grant on the fact that they take in patients from all parts, and they charge them less than the actual expense amounts to? A. It costs sixty-three cents a day according to the report, so that it would not pay them.

By MR. MEREDITH.

Q. But with forty cents from the patient or the municipality and thirty cents from the Government they receive seventy cents altogether? A. Yes.

By MR. LONG.

Q. Any surplus which may remain at the end of the year over and above expenditure—what is done with that? A. There is supposed to be no surplus on maintenance account. Of course some of these institutions have a capital account, a building fund, or something like that. It is just possible in some institutions there may be some surplus on maintenance account added to the capital account or building fund.

By MR. MEREDITH.

Q. The hospitals are mostly—except the denominational ones—managed by the municipalities? A. Two are managed by municipalities, the remainder by Boards.

By MR. LAUDER.

Q. Toronto is a corporate institution? A. Yes; so is Ottawa. The Roman Catholic hospital there belongs to that community. Guelph is corporate; so is St. Catharines.

By THE CHAIRMAN.

Q. There are only three managed by the nuns? A. Yes.

By MR. LAUDER.

Q. About these subscriptions—subscriptions from outside sources, so much. How do you arrive at that? How do you know they are *bona fide* subscriptions? A. I get statements in every case, shewing details of the subscriptions.

Q. But you don't know whether they are actually paid or not? A. The subscriptions are all put down as money subscriptions. A practice exists among the nuns of going into the country and securing donations of flour, potatoes, and in fact, everything in the way of provisions. These have been taken to be the same as cash, for of course they are the same as cash.

BY MR. MEREDITH.

Q. Valued by whom? A. By the nuns themselves, and I see that the values quoted are something like market rates. In every case if a slight reduction would leave them out of the list for supplementary aid, I would make that reduction.

BY MR. LAUDER.

Q. In some cases two hospitals are aided in the same place; don't you think these two could be amalgamated, and do the same work? A. Undoubtedly they could. There is no real necessity for two general hospitals in any place. It does not however cost the Government more, as the grant is based upon the number of patients, but I think it is apt to destroy the efficiency of the institution. But it is a very difficult thing to deal with. The system of having more than one in a place crept in at a time when you could not help it.

Q. Have you ever said anything about that?—The hospitals should be made efficient? A. I have—I spoke very strongly in one instance.

COMMITTEE ROOM,

Friday, 11 a.m., February 6, 1880.

Committee met pursuant to adjournment.

PRESENT :

The Chairman,
Mr. Creighton,
“ Gibson,
“ Hardy,
“ Lauder,

Mr. Long,
“ Meredith,
“ Merrick,
“ Wood,
“ Young.

Minutes of last meeting read and adopted.

The following requisitions were moved for :

By MR. MERRICK—Expenses *re* visit of His Excellency the Governor-General, page 166, Public Accounts, 1879, \$6,753; also, expenses of His Honour to the North-West, page 166, Public Accounts, 1879, \$5,571. Mr. Langmuir and Col. Gillmor ordered to be present.

By MR. CREIGHTON—Requires the accounts and papers connected with services and expenses *re* licenses, pages 159-60, Public Accounts of 1879.

By MR. GIBSON—Papers, extra services under the heading “Depository Education Office,” page 106, Public Accounts, 1878; also, papers in regard to maps, colouring, mounting, etc., pages 102-3, same year; also, papers for 1879 relating to same subjects.

By MR. LAUDER—Travelling expenses of officers of Blind, Deaf and Dumb Asylums for 1878-9, also, papers and leases connected with Mimico Farm.

On motion, the Committee adjourned to meet on Tuesday, the 10th instant, at 11 o'clock.

J. M. FERRIS,
Chairman.

COMMITTEE ROOM,

Tuesday, 11 a.m., February 10th, 1880.

The Committee met pursuant to adjournment.

PRESENT :

The Chairman,
Mr. Ballantyne,
“ Creighton,
“ Gibson,

Mr. Hardy,
“ Lauder,
“ Long,
“ Striker.

Minutes of last meeting read and adopted.

Mr. Langmuir was present and examined. His testimony, taken by shorthand writer, is hereto appended. See “G.”

Mr. Lauder moved that the accounts *re* visit of Lieutenant-Governor and party to Thunder Bay and Manitoba, be inserted in the Minutes.

On motion, the Committee adjourned, to meet to-morrow, Wednesday, at 11 o'clock a.m.

J. M. FERRIS,
Chairman.

(G)

Mr. Langmuir gave evidence with regard to travelling expenses of officers in connection with the Asylums for the Deaf, Dumb and Blind, etc., etc.

BY MR. LAUDER.

Q. Is there any separate vote taken for travelling expenses of the deaf and dumb, or does it simply come under the head of details of expenditure? A. There is no special vote. The travelling expenses are included in the contingencies.

Q. I find the travelling expenses considerable. A. In which case? Q. In the Brantford and Belleville one, for 1879. A. The item referred to W. Wickens' travelling expenses \$119.44, J. Christie, Mary D. Tyrell, E. Montgomery and others, amounting in all to \$266.64. At my last visit, in the early part of 1878, I found that the Superintendent had received application for a great number of pupils in various parts of the Province, but the information given in some of the applications was so vague that it was almost impossible to know whether they were proper cases for admission or not. For that reason I thought it far better that during the vacation one of the officers should visit these districts to see the blind personally. Some reported were over age, but had become blind in early youth. He could only judge by a personal examination whether they were fit subjects or not. So Wickens was detailed for that purpose. I found it worked so well that I applied the same system to deaf mutes last year.

Q. Is this the only way you have of knowing? A. It is not really the only way, but we find it is the better way and more economical. The route he takes is laid down by me. He meets the parents of the blind, and sees the blind themselves, as appointments are previously made at points along the roads. He can thus judge whether they are proper cases for admission.

Q. At what ages are they admitted? A. Not over twenty-one years.

Q. Are any admitted without your knowledge? A. Permission is given only on my authority for those over twenty-one, under that the Superintendent admits.

Q. Do you pay the travelling expenses of the pupils where indigents? A. In only a very few cases. In most cases application is made to the township council and aid in nearly every instance is given.

Q. I see a considerable amount expended for repairs. A. Yes. The Deaf and Dumb Asylum has been in use for about ten years, and the tear and wear is terrific. The floors are absolutely worn out in some parts of the building. We have resolved to put down an oak floor instead of pine, thinking it will be much cheaper in many respects.

Q. How are the repairs managed? A. By the carpenter and the boys on the premises.

Q. Under whose immediate direction are these repairs carried on? A. Under my instructions. I examine the place and see what repairs are needed and then authorize the purchase of the material required. If plastering is to be done, I authorize the purchase of lime, etc.

Q. Do you consult the engineer? A. Not in ordinary repairs. It was found not to work very well. It was considered better for the Inspector himself to authorize these repairs, as they often required to be done immediately.

Q. Is the carpenter under your control or under that of the Public Works Department? A. He is under my direct control.

Q. Do you know anything about Mimico Farm? A. No, I do not.

BY THE CHAIRMAN.

Q. How much land is there in connection with the place at Brantford? A. Sixty-four acres.

Q. How many at Belleville? A. Eighty-six.

BY MR. GIBSON.

Q. Do you think we have got up to the wants of the community with these institutions? A. I think we have. So far as the Deaf and Dumb Institution is concerned, we have. The accommodation for the blind has not reached the same capacity; we may have to build another wing for them. As regards the insane, I think we have room for years to come.

Q. Is the Asylum at Hamilton the only one where there are any vacancies? A. No; there are a few in the London Asylum. It has only been lately that we have had any vacant beds, there being fewer admissions lately than for the last ten years, shewing that the arrears accumulation of the insane is about exhausted.

BY MR. BALLANTYNE.

Q. What custom is practised to prevent those who are able to pay being admitted as indigents? A. The Medical Superintendents make inquiry as to the property the patient is possessed of.

Q. In case the parents of the patients are well off, you consider them responsible? A. As a matter of fact we do, but in mostly all cases they avoid it in every possible way.

Q. Would it not work well if the municipalities were required to pay a certain amount towards defraying the expenses of these unfortunates? A. I think if the municipal authorities had something to do with the inquiry as to the ability of the patients to pay we would gain from it.

BY MR. LAUDER.

Q. Are not many of the patients a good bit in arrears? A. Yes, a good deal.

Q. Do you intend to take steps to collect these arrears? A. Yes, legal steps, and for that purpose a legal clerk has been attached to my office. His duty is to collect arrears from people who are able to pay and do not. Of course, where it can be shewn that the person has not more than sufficient to support the rest of his family, we make all due allowances. I have no doubt, that by this engagement of a law clerk we will be able to get forty or fifty thousand dollars in the course of a few years.

By MR. BALLANTYNE.

Q. What is sufficient to pay the weekly maintenance of a patient? A. \$2.75. Some wards are rated as high as \$7. They get as good accommodation as they would receive at Canandagua or other American asylums for \$20. A man came in the other day worth \$20,000 and his friends wanted him to be admitted for \$4 per week.

By MR. LAUDER.

Q. Do you not think it would stimulate those in arrears to pay up if their names were printed? A. I think it would not do. It would be very humiliating to those having friends in the Asylum.

Q. I think the Committee should have a list of these arrears, as the Committee should know what arrears are in connection with the Asylum.

By THE CHAIRMAN.

Q. I think that county councils should be made to assume a certain amount of the responsibility in maintaining the inmates of our asylums? A. My experience is that where township councils have paid for lunatics and idiots, that the lunatics are mostly of a chronic order—quiet old people, but simply a care. I find that these people who had been taken care of by the township, whenever they heard of vacancies they were moved into the asylums. And hence I have issued a circular that where harmless old people were being supported by township councils, they must positively be refused admission to the asylums

COMMITTEE ROOM,

11 a.m. Wednesday, February 11, 1880.

Committee met pursuant to adjournment.

PRESENT :

The Chairman,
Messieurs Hardy,
Gibson,

Messieurs Lauder,
Striker.

No quorum.

J. M. FERRIS,
Chairman.

COMMITTEE ROOM,

11 a.m. February 12, 1880.

Committee met pursuant to adjournment.

PRESENT :

The Chairman,
Messieurs Creighton,
Hardy,
Lauder,
Long,

Messieurs Meredith,
Merrick,
Macmaster,
Striker.

Minutes of last meeting read and adopted.

Colonel Gillmor was present, and examined with reference to expenditure of the Lieutenant-Governor, *re* official visit to the North-West. His testimony, taken by shorthand writer, is hereto appended. See "H."

Mr. Lauder moved that the accounts rendered in connection with the above be inserted in the minutes.

Mr. Meredith asked that the yeas and nays be taken.

YEAS.

NAYS.

Creighton,
Lauder,
Long,
Meredith,
Merrick,
Macmaster.

The Committee adjourned, to meet at the call of the Chair.

J. M. FERRIS,
Chairman.

(H)

Colonel Gillmor was examined with reference to the official visit of the Lieutenant-Governor and party to the North-West.

BY MR. MEREDITH.

Q. You formed one of the party visiting the North-West, did you not? A. Yes.

Q. When did this visit take place? A. In July and August.

Q. Of how many persons did the party consist? A. Of about twelve or thirteen.

Q. Who were they? A. The Lieutenant-Governor and his son; Judge Morrison; Mr. Archibald McNab, of Glengarry; Mr. Wood, the Provincial Treasurer, and his son; Dr. Thorburn; Dr. Herriman; myself; Mr. J. W. Langmuir, the Inspector of Prisons; Mr. McLean (a reporter); Mr. D. D. Hay, and a servant of the Governor.

Q. How was this party formed? Upon whose invitation? A. I only know that I was invited to go by Mr. Wood, I understood at the request of the Lieutenant-Governor.

Q. Were these medical men there professionally. A. I imagine it was only a party of tourists, so to speak, to visit the North-West.

Q. You started by what route? A. By the Northern Railway to Collingwood, and by boat to Prince Arthur's Landing.

Q. Did you stop at any of the intermediate points? A. Not till we got to Prince Arthur's Landing. We went from there by rail about seventy miles to Port Savanne.

Q. And then? A. We got canoes there and went with them to Cross Lake. From Cross Lake by train to Winnipeg.

Q. You came home by way of Chicago? A. Yes.

Q. Did you stop at the large places? A. Yes.

Q. How long at St. Paul? A. A day.

Q. How long at Chicago? A. About three days.

Q. Did all the members continue with you until the return of the party? No; McNab, McLean and Hay dropped off at St. Paul. The rest came on to Chicago, and the Lieutenant-Governor stopped there a day or two after we left.

Q. In the course of that trip were there any public receptions of an official character? A. No; I can hardly say there were.

Q. Where? A. At Fort Francis some demonstration was made, and at Prince Arthur's Landing.

Q. Anywhere else? A. He, the Governor, addressed the Indians, and gave presents to the chiefs and others. At Fort Francis an address was presented to him, expressive of congratulation on their country being under the control of Ontario.

Q. With that exception was there any public reception on the route? A. No; I cannot say that there was.

Q. How long did you stay at Winnipeg? A. About three days.

Q. Were you not guests of the Lieutenant-Governor of that Province while there? A. Only the Lieutenant-Governor and his son were.

Q. Who took charge of the expenditure in connection with the trip? A. I did.

Q. I see a considerable sum in Mark's bill in connection with the Indians. I presume these were the Indians that formed the crew? A. Yes.

Q. That \$77.79 was for supplies for Indians forming part of party? A. Yes.

By MR. HARDY.

Q. And for presents to the Indians? A. Yes; presents were given to the Indians. I know that at Port Savanne twenty barrels of flour was given to them.

Q. What was the object of that? A. Really, I cannot pretend to say; before going up to Prince Arthur's Landing, purchases to the amount of two or three hundred dollars were made to give the Indians as we went along. We were told that three or four hundred Indians had gathered at Port Savanne and were starving. The Governor said a certain amount of pork and flour should be bought and given them.

Q. What amount would you say was expended in that way? A. About \$1,000.

Q. Can you furnish a statement of the item separately? A. No, but the accounts will show it.

Q. Let me go back for a moment. Did all the gentlemen go from Toronto with you? A. All excepting Mr. Hay; he joined us on the boat at Collingwood. He and Col. Tisdale were going somewhere else.

Q. What was the whole expenditure of the trip? A. I really don't know; but it is in the Public Accounts about \$5,500.

Q. Just look at these accounts and see what they are. Macdonald & Co.? A. That amount was for camping supplies, etc.

Q. \$15 to Lugsdin & Barnett? A. This was for leather pack straps.

Q. Zimmerman & McNaught, \$36? A. These were presents for the Indians. Some medals and silver-plated cups.

Q. H. A. Nelson & Sons, \$78.90. What was this for? A. These were pipes, knives, scissors, etc., also for the Indians.

Q. J. Berwick & Co., \$428.12. What was this? A. This sum was expended for provisions for the use of the party.

Q. Hughes Bros., \$67.92? A. These were presents for the Indians in the shape of ribbons, handkerchiefs, etc.

Q. James Adams, \$97.15? A. Tents for the party.

Q. These are the details of accounts? A. Yes. This one I rendered to the Treasurer as the actual expenditure I went to. \$315.20 was paid by me for thirteen tickets from Toronto to Prince Arthur's Landing. On the steamer, \$80.60. Mr. Langmuir joined us here (Sault Ste. Marie).

Q. I see you had a band? A. The band came to serenade the Governor, and I gave them \$5.

Q. Here is \$19.50 to Mr. Wood? A. Mr. Wood and party went in boats to Fort William, and this was their expenses.

Q. Here is an item, goods at Thunder Bay store? A. We found we would be so much longer on the road than we thought, and that we would require these things. We thought we would be able to get through in eight days, but it took fourteen, and these were supplies.

Q. Then at Winnipeg, \$1,684.95? A. The largest item in this is for tickets. We intended to send the Indians back by canoes, but we took them on to Winnipeg and sent them home by railway. Found this was the cheapest way we could do.

Q. On the boat I see you paid \$26? A. That was on the way to St. Vincent.

Q. At Chicago I see you handed the Governor \$100. What was that for? A. I do not know.

Q. Did you give him anything more? A. \$237 altogether.

Q. Then there is \$10 to McLean? A. He left the party and I gave him this to defray his expenses on his way home.

Q. He was the reporter? A. I believe he wrote some letters for the *Globe*.

Q. Your party finally divided up? A. Yes; at Chicago.

Q. Here is an account from the Grand Pacific Hotel, Chicago. I see among the items of one of the hotel bills, ten dollars to waiters? A. Fees to the attendants.

Q. Another item, theatre tickets, \$7.50. Did all the party go to the theatre? A. No; only about six.

Q. Was the Lieutenant-Governor among the party? A. No.

Q. Any ladies? A. No.

Q. The whole amount of this bill is \$3,531.43? A. That is practically what passed through my hands.

Q. I see that before you started you laid in considerable supplies that were not intended for the Indians. By whose instructions did you make these purchases? A. In general terms, they were made on my own responsibility. Mr. Wood told me to get what was needed. My instructions were to make the party comfortable. I had been on such trips before.

Q. Name one of these trips. A. In 1868 the Legislature went for a trip on the *Chicora*. This was the first time I had anything like this to do, and I just did as I thought proper. When drinks were taken I paid for them. I don't think a single farthing was spent by me for refreshments that I would not have spent had I been taking the party out myself, so I do not think there was any extravagance. In making this expenditure I did not consult anyone.

Q. Of course no restriction was put upon you? A. I sent in my accounts and they were approved of.

Q. Upon whose certificate were these paid? A. I do not know that they were paid on any particular certificate, but I got the amount.

BY MR. HARDY.

Q. How long were you gone on this trip altogether? A. About a month.

Q. How did you go from Prince Arthur's Landing to Winnipeg? A. We went by rail about sixty or seventy miles to Port Savanne and then by canoes. We walked over the portages, over the Dawson Road.

Q. How many voyageurs had you along? A. Thirty-one.

Q. How many canoes? A. Seven.

Q. You had to carry your supplies over land across the portages? A. Yes, and canoes.

Q. How long were you in your canoes from the time you left Savanne till you arrived at Winnipeg? A. Fourteen days.

Q. You said that large collections of Indians met you at Port Savanne? A. Yes, the Governor made an address there.

Q. Where else? A. At Fort Francis and Rat Portage.

Q. You say that presents were given at different points? A. Yes.

Q. Port Francis is really the only settlement substantially after leaving Savanne? A. Yes.

Q. At what point did you leave the canoes? A. At Cross Lake.

Q. Had the Pacific Railway been built down that far? A. Yes. We were able to take the train at that point.

Q. How far from Winnipeg? A. One hundred and eighteen miles.

Q. What did you do with the voyageurs at Cross Lake? A. We took them to Winnipeg and sent them back by train to Duluth.

Q. Did you sell the canoes? A. Yes, at Cross Lake.

Q. Were they the property of the party or of the Indians? A. We bought them.

Q. Could you not have hired them? A. No.

Q. In the year 1868, were you Clerk of the House? A. Yes.

Q. Did you go on a trip by Steamer *Chicago* to the Northern Lakes in that year?
A. Yes.

Q. How long were you gone on that trip? A. About twelve or thirteen days.

Q. Was the Premier along—Sandfield Macdonald? A. No.

Q. The Lieutenant-Governor? A. No.

Q. It was a trip then of the Members of Parliament? A. Hon. John Carling, the Commissioner of Public Works, was the organizer of the party.

Q. Did you have similar refreshments? A. Yes.

Q. There was a bar, I understand you, upon the boat? A. Yes.

Q. Was the expenses of this trip brought down in detail or in a lump sum? A. I do not know anything about the accounts.

MR HARDY here read account in connection with trip :—

The Hon. John Carling applies for payment of the within account, being expenses incurred in developing Colonization Roads, \$4,172.84.

Certified; a warrant may issue in favour of Hon. John Carling for the sum of \$4,172.84 allowed as above.

(Signed)

E. B. Wood,
Treasurer.

Q. You say you made the disbursements? A. Yes.

Q. Although Mr. Wood was along, did he have no special control or were the disbursements such as you chose to make? A. Just as I chose to make.

Q. He did not have the handling of the money himself? A. No.

Q. Was he the only Minister along? A. Yes.

Q. Did the Lieutenant-Governor have the handling of the money? A. No, except the \$237 I gave him.

Q. You paid such as occurred to you to be the ordinary necessary travelling expenses of the party? A. Yes.

Q. Tickets to the theatre—do you think that should have been allowed? A. I cannot say I think it unjustifiable. I thought it a legitimate charge.

Q. You seem to have been pretty liberal in the wine bills? A. I do not think the quantity of wine was very great, but it is very dear in Chicago.

By MR. MEREDITH.

Q. I suppose you are quite willing to be the scapegoat of the party, Colonel? A. I repudiate the term scapegoat, but I am willing to bear all responsibility as far as I was responsible.

Q. You were under the direction of Mr. Wood, were you not? A. He was perfectly aware of the expenditure incurred all the time.

Q. I think you stated before that Mr. Wood kept a memorandum as you went along? A. No, I never said so.

Q. The first item spoken of, I understood you to say that? A. The only item I talked over with Mr. Wood was the item of \$237 to the Lieutenant-Governor, which he found fault with, and told me to get the items of the Governor's expenditure of that sum, but I declined to do so.

Q. I see in the account of the Grand Pacific Hotel: board, two and a half days, \$10; ale, \$2.50; wine, \$1.75, \$6.70, \$1.50, \$1.75, \$6, \$4. I suppose you did not order all that wine? A. The members of the party did not all lunch together while we were there, and they ordered their wine separately; but at dinner I ordered the wine, or beer I thought necessary. On one occasion I ordered beer, and on another champagne.

At this stage of the examination Mr. Lauder was secretly passing some of the hotel bills to a *Mail* reporter, when he was observed by the Chairman and objection made, whereupon Mr. Meredith said, to avoid any further discussion, he would read the ac-

counts and give all the reporters the same opportunity of getting copies of them. He then read Mr. Wood's account (Grand Pacific Hotel, Chicago) ; after which, the Canadian Pacific, Winnipeg ; after which Berwick's bill.

Mr. Meredith then proceeded with the examination.

Q. I believe, Colonel, that General Stisted was Governor of the Province at the time of the trip to the North Shore of Lake Superior. A. Yes.

Q. Was he a member of the party? A. No. (Mr. Hardy, yes, I think he was). No, but Sir Charles Windham, Commander-in-Chief, was there.

Q. How many did the party consist of? A. About fifty or sixty.

Q. Is your impression that all the members of both sides of the House were invited? A. Yes.

Q. Was it not a trip of the Legislative Assembly? A. It was certainly for the purpose of examining the country along the lakes.

Q. Was the *Chicora* chartered for that trip? A. Yes, it was her first trip on the lake.

Q. How many were there on board altogether? A. I do not think officers and all amounted to over one hundred.

Q. The leading members of the Government and Opposition formed part of the party? A. Yes ; there were only a few outsiders.

BY MR. MACMASTER.

Q. I understand you to say that there was a good deal of expenditure that might have been avoided? A. Yes, there were some things for the camping-out I would not buy if going again. We were fourteen days, when calculations had only been made for eight, and when we had to buy things we had to pay largely for them, otherwise had we known, arrangements might have been made accordingly. I think the money expended on presents to the Indians was money thrown away.

Q. Who ordered the bath towels? A. I did.

Q. Did you consider these articles should be provided at the public expense? A. They occurred to me as things required, and so I bought them.

BY THE CHAIRMAN.

Q. Did you have many callers at the hotels? A. At Chicago a few called on us.

BY MR. LAUDER.

Q. Were these accounts paid by the Treasurer after returning? A. Yes.

Q. Any remonstrance made with you? A. No ; I had no conversation with any member of the Government, except with regard to the money I gave to the Lieutenant-Governor.

Q. And no objections were made? A. None.

Mr. Lauder moved that the accounts in connection with the above trip be inserted in the minutes, and after a lengthy discussion the motion was adopted.

[COPY.]

Schedule of expenses, with vouchers, incurred in connection with trip of His Honour the Lieutenant-Governor and party to the North-West, in July, 1879.

1879.

July 5.	Jno. Macdonald & Co., Bedding, &c.....	\$97 87	
" 12.	do do	5 10	
" 16.	do do	5 25	
" 11.	Lugsdin & Barnett, Straps	15 00	
" 11.	Zimmerman, McNaught & Co., Medals.....	36 00	
" 4.	H. A. Nelson & Sons, sundry furnishings	78 90	
" 15.	J. Berwick & Co., Provisions	428 12	
"	W. H. Cole, Camp stove	8 50	
"	Hughes Bros., Furnishings	41 67	
" 12.	do Print	26 25	
" 14.	James Adams, Tents	97 15	
			839 81
" 15.	Balance of Col. Gillmor's account.....	613 96	
			<u>\$1,453 77</u>

Correct.

(Signed) CHAS. T. GILLMOR.

July 12.	Hughes Bros., 7 pieces M. Print	\$26 25	
" 11.	do 4½ doz. leather belts @ \$2.00	8 67	
" 11.	do 2½ doz do do @ \$6.00	12 50	
" 11.	do 2 silk pockets, @ \$5.25.....	10 50	
" 11.	do 1 I. R. chain, @ \$1.00	1 00	
" 11.	do 6 ladies' ties, @ \$1.50	9 00	
			67 92
" 11.	W. H. Cole, 1 camp stove.....	8 50	
" 11.	Zimmerman, McNaught & Co., 6 silver medals, @ \$6.00..	36 00	
" 11.	Lugsdin & Barnett, 12 set pack straps	15 00	
" 5.	Jno. Macdonald & Co.—		
	12 Blue-grey blankets, @ \$1.75	21 00	
	6 Camp beds, @ \$6.00	36 00	
	6 Hammocks, @ \$3.50	21 00	
	4 Hair cushions, @ \$2.75	11 00	
	2 I. R. Rugs, @ \$3.00	6 00	
	16½ Wool Beraige, @ 17½c	2 87	
			97 87
" 12.	6 Fishing rods, @ 25c	1 50	
	3 Carriage umbrellas, @ \$1.20	3 60	
			5 10
" 16.	3 Blue-grey blankets, @ \$1.75	5 25	
" 4.	H. A. Nelson & Sons—		
	50 Pipes, 415, @ 25c	12 50	
	50 " 600, @ 15c	7 50	
	1 Card knives, 231.....	4 80	
	1 do 301.....	7 20	
	1 doz. No. 3 Scissors	1 80	

Carried forward \$ \$

<i>Brought forward</i>		\$	\$
July 4. H. A. Nelson & Sons— <i>Continued</i> .			
1 doz. Purses with clasps	3 60		
1 gross assorted Toy Books	6 00		
1 doz. 293 oval mirrors	2 40		
3 doz. Tobacco boxes, 88, @ \$3.60	10 80		
8 doz. Match boxes, 761, @ 60c	4 80		
7 Silver-plated mugs, @ \$2.50	17 50		
			78 90
" 15. J. Berwick & Co.,—			
4 doz. Baum Claret, @ \$12.00, \$48.00 ;			
6 doz. Whiskey, @ 4.50, \$27.00 ..	75 00		
1 Case L. R. Champagne, Pints	29 00		
6 doz. Bass', qts., @ \$2.75, \$16.50 ; 2			
doz. Ale, @ \$1.00, \$2.00 ; Bottles,			
50c., \$1.00	19 50		
3 Bottles Angostura, @ 90c., \$2.70 ; 6			
lbs. Tea, @ 80c., \$4.80 ; 6 lbs.			
Coffee, @ 40c., \$2.40	9 90		
1 doz. Milk, \$3.50 ; 1 doz. Coffee, \$3.75 ;			
25 lbs. Sugar, @ 10c., \$2.50 ;			
Matches, 30c.	10 05		
2 Cheese, 18 lbs., @ 16c., \$2.88 ; 1 doz.			
boxes Sardines, \$4.50	7 38		
2 Bags Salt, 40c. ; 4 doz. Soda, @ \$1.05,			
\$4.20 ; and bottles	4 60		
2 doz. Seltzer, @ \$1.25, \$2.50 ; 5 lbs. cut			
Tobacco, @ \$1.25, \$6.25	8 75		
6 Cork screws, \$1.50 ; 1 doz. Pickles, \$3	4 50		
2 Bottles Salt, 35c. ; 3 bottles Vinegar,			
\$1.13 ; 2 bottles Mustard, \$1.....	2 48		
4 Curry Paste, @ 35c., \$1.40 ; Mushroom,			
40c. ; Anchovy, \$1.10	2 90		
2 Harvey, 60c. ; 2 Worcester, \$1.30 ..	1 90		
10 lbs Wax candles, @ 30c	3 00		
1 doz. Marmalade, \$3.25 ; 48 lbs. Corn			
Beef, \$11	14 25		
20 lbs. Tongue, @ 28c., \$5.60 ; 10 lbs.			
Ham and Chicken, \$2.50	8 10		
22 lbs. Bacon, @ 13cts. ; 38 lbs. Ham, @			
13cts.	7 80		
5 doz. Lemons, @ 40c., \$2 ; 30 lbs. Bis-			
cuit, @ 10cts., \$3.00	5 00		
1 Crock, 50cts. ; 35 lbs. Butter, @ 15c.,			
\$5.25	5 75		
2 doz. Apollonaris Water, @ \$2, \$4 ; 2			
bottles Lime Juice, 80c.	4 80		
4 boxes Herrings, @ 40c., \$1.60 ; 2 doz.			
Toilet Soap, @ 87½c., \$1.75	3 35		
4 boxes Cigars, @ \$9, \$36 ; 2 doz. Henry			
Clays, @ \$7.50, \$15	51 00		
1 doz. Bath towels, \$5 ; 6 bottles Port,			
\$6 ; 6 bottles Brandy, \$8.50	19 50		
<i>Carried forward</i>		\$	\$

Brought forward..... \$ \$

July 15. J. Berwick & Co.—*Continued.*

½ doz. Tins Soup, @ \$6.50, \$3.25; 1 doz. tins Mock Turtle, \$7	10 25
½ doz. Tins Ox Tail, @ \$7, \$3.50; ½ doz. Mulligatawny, @ \$6.50, \$3.25 ..	6 75
2 Bottles Cayenne, 50c.; Pepper, 40c.; Onions, \$1.....	1 90
Sardine opener, 50c.; Axe, 50c.; Screws and screw driver, 75c.; 4 Tongues, \$1.80.....	3 55
20 Boxes, @ \$1, \$20; 7 boxes, 50c., \$3.50; Straw, Rope, &c., \$3.	26 50
1 Box Henry Clay Cigars, @ \$4.50....	4 50
8 Boxes Solace Tobacco, 5 × $\frac{7}{8}$, 3 × $\frac{7}{8}$ = 154½ lbs. @ 48c.....	74 16
	<hr/> 201 46
Omitted Potatoes	426 12
	<hr/> 2 00
	<hr/> \$428 12

STATEMENT of Cash received and paid out by Lt.-Col. Gillmor *re* trip North West, July and August, 1879.

At Toronto before leaving.

Paid B. Cumberland for 13 Tickets from Toronto to Prince Arthur's Landing.....	280 00
Militia Department, for 12 oil sheets.....	27 00
James Lane, on account of services	5 00
Expenses per J. W. Langmuir	3 30
	<hr/> 315 30

Toronto to Collingwood.

Cabs and express waggons	2 75
Dinner at Allandale	9 50
	<hr/> 12 25

On Steamer.

Freight charges	14 40
Ammunition (per Hon. S. C. Wood)	7 25
Fare, Sault Ste. Marie to Prince Arthur's Landing (Langmuir and Towers)	18 00
Steward and servants, \$10; fruit, etc., \$4	14 00
Expenses, J. W. Langmuir, Toronto to Sault Ste. Marie	26 95
	<hr/> 80 60

At Prince Arthur's Landing.

Sundries at Marks Brothers'	11 00
Band, \$5; telegram, McLean, \$2.50	7 50
J. Lane fare to Toronto, \$20; on account, \$10	30 00
Carpenters, \$5; the Cook, \$5.....	10 00
Extra board, 3 men at Hotel.....	4 50

Carried forward..... \$ \$

<i>Brought forward</i>		\$	\$
Paid, Towers		20	00
Sundries (per Hon. S. C. Wood, at Fort William)		19	50
Hotel bill		57	00
Paid Marks Brothers, on account		500	00
Discount and agency, on \$500		3	25
Sundries (per J. W. Langmuir).....		2	40
			665 15
<i>At Savanne.</i>			
Supper, \$6.20 ; breakfast, \$7		13	20
Board, &c., Indians		6	00
			19 20
<i>At Fort Francis.</i>			
Goods at Hudson's Bay Store.....		70	50
Paid Capt. of Steamer <i>Magametawan</i>		5	00
Sundries per Wood, \$2.50 ; do. per Lt.-Gov., \$1		3	50
Paid for Indians, \$34.50 ; do., \$6.50.....		41	00
W. D. Lyon, \$1.50 ; fish, \$2.75 ; sundry payments, \$6.50 ...		10	75
			130 75
<i>At Rat Portage.</i>			
Paid for Indians, \$1.50, \$10, \$1.50, \$1.50		14	50
“ Goods at store		23	80
Telegram, \$1 ; bread, &c., per Gov., \$4.50		5	50
			43 80
<i>At Cross Lake.</i>			
Dinner, \$6 ; sundries, \$1.50		7	50
			7 50
<i>At Winnipeg.</i>			
Telegrams, \$5.15 ; sundry payments, \$4.50		9	65
Ferry, \$5 ; box nails, \$1 ; lock, 25c. ; packing, \$1		7	25
Captain, meals for Indians		10	00
Goods at Fletcher's, for Indians.....		31	00
Ducks, &c., per Wood		1	50
Tickets to Toronto		570	00
Discount on \$600, \$3.25 ; on \$1,300, \$6.50		9	75
Cash to Lieutenant-Governor		71	00
Railway fare, two Indians left behind		9	50
“ ten “ “		19	00
Hotel bill, thirty Indians, at Winnipeg.....		33	50
Steamboat and railway fare, Indians to P. A. Landing		637	00
Paid Hudson's Bay Company, goods for Indians		97	30
“ Livery bill		25	50
“ Hotel “		147	50
Servants, \$4 ; cab to boat, \$1.50		5	50
			912 80
<i>On Red River Boat.</i>			
Berths, \$13 ; meals, \$13		26	00
			26 00
<i>St. Vincent to St. Paul.</i>			
Pullman, \$39 ; attendant, \$5		44	00
Meals, \$6.50, \$6.50, \$6.50 ; fruit, &c., \$2.50		22	00
<i>Carried forward</i>		\$	\$

<i>Brought forward</i>			\$	\$
Checks and cabs, \$3.50 ; sundries, \$3.50 ; papers, 95c.	7	95		
Sundries, per Wood and J. W. L., \$10, \$2.25	12	25		
				86 20
<i>At Minneapolis.</i>				
Sundry expenses per J. W. L.	12	33	12	33
<i>At St. Paul.</i>				
Discount on bills, 50c. ; papers, 75c. ; sundries, \$1.50	2	75		
A. McNab, \$10 ; cigars, \$5	15	00		
Waiter, \$2 ; express waggons, \$2	4	00		
Hotel bill	54	75		
				76 50
<i>St. Paul to Chicago.</i>				
Pullman, \$26 ; attendant, \$5	31	00		
Meals, \$9.75 ; \$6.75 ; fruit, \$1.30	17	80		
Papers, \$1.25 ; cabs, \$3 ; sundries, \$2.50	6	75		
				55 55
<i>At Chicago.</i>				
Lieutenant-Governor, \$100 ; McLean, \$10	110	00		
Hotel bill	137	70		
Papers, \$3 ; telegram, 75c.	3	75		
Sundry payments, \$7.75 ; cabs, &c., \$6.50	14	25		
Waiters, \$10 ; porter, \$1 ; sundries, per Wood, \$10	21	00		
				286 70
<i>Chicago to Toronto.</i>				
Pullman to Detroit, \$7.50 ; attendant, \$1.50	9	00		
Wagner to Hamilton, \$6 ; to Toronto, \$1.75	7	75		
Meals, \$3, \$4.20 ; fruit, \$2.30	9	50		
Sundries, \$1.30 ; papers, 35c. ; cabs, 75c.	2	40		
				28 65
Discount on Consolidated Bills \$80, \$8	8	00		
Cash lost, \$10 ; sundries, per J. W. L., \$13.43	23	43		
Paid the cook, \$15 ; J. Lane, \$15	30	00		
“ Meals for three men, Collingwood to Toronto	1	80		
“ Express charges, Winnipeg to Toronto	19	30		
				82 53
				\$3,613 96
Cash, per Mr. Percival	500	00		
Draft on Mr. Harris	500	00		
“ “	600	00		
“ “	1,300	00		
Sale of five canoes	100	00		
				3,000 00
Due to Lieut.-Colonel Gillmor				\$613 96
(Signed.)				

THE GRAND PACIFIC HOTEL,

CHICAGO, August 12, 1879.

Messrs. Wood,—

To John B. Drake & Co., Dr.

To Board, two and a half days, two persons.....	\$20 00	
“ Cigars, 50c., \$4	4 50	
“ Wine, \$6	6 00	
“ Wash, \$3.70	3 70	
“ Livery, \$4	4 00	
“ Bar, 20c., 20c., and 50c.....	0 90	
		\$39 10

Mr. J. W. Langmuir,—

To Board, two and a half days.....	10 00	
“ Wash	1 10	
		11 10

Lieut.-Col. Gillmor,—

To Board, two and a half days, Thorburn	10 00	
“ “ “ “ “ Herriman.....	10 00	
“ Washing	2 00	
“ Board, Messrs. Wood.....	39 10	
“ “ Messrs. Langmuir	11 10	
		72 20
“ Board, two and a half days	10 00	
“ Ale, \$2.80	2 80	
“ Wine, \$1.75, \$6.70, \$1.50, \$1.75, \$6, \$4	21 70	
“ Hack, \$4, \$3..	7 00	
“ C. W., 70c.	0 70	
“ Brandy, \$4	4 00	
“ Theatre tickets, \$7.50	7 50	
“ Bar, 80c.....	0 80	
“ McLean's account	6 00	
“ Hayes' account	5 00	
		65 50

Paid.

(Signed) NEWTON.

ST. PAUL, MINN., August 19th, 1879.

Lt.-Gov. McDonald,—

To Metropolitan Hotel, Dr.

Dinner and rooms for party	\$25 00	
Wine and ale	13 75	
Hacks	16 00	
		\$54 75

Received payment.

(Signed) B. & L. FORD.

WINNIPEG, MAN., August 7th, 1879.

Col. Gillmor, per J. W. Langmuir, Esq.,—

To Canadian Pacific Hotel, Dr.

Aug. 7th.—To	Three days' board of nine persons @ \$2 per day..	\$54 00
"	" Three days' board of two persons until Friday..	12 00
"	" Extra meals	4 00
"	" Washing of party	10 00
"	" Cash to cabman	8 50
"	" Team to station coming in	5 00
"	" Team to Penitentiary	8 00
"	" One single rig to McDonald and Bethune	2 50
"	" Sundries of party	27 50
		<hr/>
"	" One box cigars	7 50
"	" One bottle wine after	4 00
"	" Baggage from station, and ferryage	2 50
"	" Baggage to boat	2 00
		<hr/>
		147 50

Paid.

(Signed) F. J. HAVERTY.

SUNDRY ACCOUNTS.

Central Passenger Agency.

July 17, 1879.—To	eleven first-class passages to Prince Arthur's	
	Landing @ \$20	\$220 00
"	Two first-class, Prince Arthur's Landing and	
	return	60 00
		<hr/>
		\$280 00

Received payment.

(Signed) PRO BARLOW CUMBERLAND,
SAM. OSBORNE.

RAT PORTAGE, August 1st, 1879.

Mr. Langmuir,—

Bought of Fraser, Manning & Co.

To	100 lbs. pork @ 15c	\$15 00
"	13½ lbs. sugar @ 15c	2 00
"	7 pkgs. baking powder @ 12c	0 84
"	2¼ gal. milk @ 60c	1 35
"	3 lbs. butter @ 20c	0 60
"	15 lbs. ham	2 70
"	1 lb. nails	0 10
"	2 pkgs. baking powder @ 12c	0 24
"	2 bars soap @ at 13c	0 26
		<hr/>
		23 09
"	1 piece rope, 40c	0 40
"	1 " "	0 40
		<hr/>
		0 80
		<hr/>
		\$23 89

Received payment.

(Signed) F. M. & Co.,
Per J. R. LALLER.

PRINCE ARTHUR'S LANDING, July 25th, 1879.

Colonel Gillmor,—

To *Queen's Hotel, Dr., James Flaherty, Prop.*

To one day's board and lodging for three Stewards \$4 50

JAMES FLAHERTY.

WINNIPEG, August 7, 1879.

Mr. Gillmor,—

To *Connell & Burke, Dr., Livery and Sale Stables.*
Stables, Main Street, near C. P. Hotel.

August 4.	To use of carriage	2 00
" 5.	" Baggage to station	2 50
" 5.	" Use of carriage	8 00
" 6.	" Team to Stony Mountain	8 00
" 7.	" Use of carriage	5 00
		<hr/>
		\$25 50

Received payment.

(Signed) CONNELL & BURKE.

Toronto Photographic Stock House, 39 and 41 King Street West.

TORONTO, July 8th, 1879.

Ontario Government,—

Bought of Hunter & Co., successors to C. G. Coban & Co.

July 3.	To Cash paid Tasker for lockets	14 25
" 3.	" Ribbon, 20 yards, @ 5c	1 00
" 3.	" 24 Photographs for lockets and filling same	12 00
		<hr/>
		\$27 25

Paid.

July 8th, 1879.

(Signed) HUNTER & Co.

Ontario Government,—

To the Hudson's Bay Company, Fort Francis, Dr.

July 29, 1879.—To	1 tin pail	1 00
"	75 lbs. potatoes	1 25
"	4 sacks flour	30 00
"	150 lbs. pork	30 00
"	1 bar soap	0 75
"	1 jar curry paste	1 00
"	2 lbs. Hyson tea	2 50
		<hr/>
		\$66 50
"	Sugar	4 00
		<hr/>
		\$70 50

Received payment.

(Signed) JOHN R. LUNN,
for H. B. Co.

Bought of W. E. Fletcher,

WINNIPEG, August 5th, 1879.

General Dealer in Groceries, Provisions, &c., and Ready-made Clothing.

1 doz. pork and beans	6 00	
36 loaves of bread	2 00	
100 lbs. hard tack	10 00	
2 lbs. tea	1 50	
16 lbs. sugar	2 00	
60 lbs. ham	9 00	
		\$30 50
Cartage	0 50	
		<u>\$31 00</u>

Received payment.

(Signed) W. E. FLETCHER,
per J. P.

SCHEDULE of accounts, with vouchers, in connection with trip of the Lieutenant-Governor and party to the North-west, *via* the Dawson route, in July and August, 1879.

Thos. Marks Brothers, Prince Arthur's Landing.

For supplies to party	\$880 18	
" Indians	537 79	
		<u>\$1417 97</u>
Less draft from Mr. Langmuir	500 00	
		<u>\$917 97</u>

TORONTO, Sept. 22nd, 1879.

August 30th, 1879.

Ontario Government,

In account with Thomas Marks & Brother.

July 21. To supplies, party	\$880 18	
" " Indians	537 79	
		<u>\$1417 97</u>
<i>Cr.</i>		
By account from Mr. Langmuir	500 00	
		<u>\$917 97</u>
Balance due us		

Certified correct.

(Signed) CHARLES T. GILLMOR.

September, 22nd, 1879.

You will find that we have receipted the two bills to save returning them.

(Signed) T. M. B.

PRINCE ARTHUR'S LANDING, LAKE SUPERIOR,

July 21st, 1879.

Ontario Government,—

Bought of Thomas Marks & Brother,

Presents to Indians.

15	Pairs blankets, \$4	\$60 00
5	Bags, 30c.	1 50
	Flour, 2½, \$5.90	14 75
5	Sacks, 15c. ...	0 75
	Bacon, 409, \$9	36 81
3	Dozen tin cups, \$1	3 00
3	“ plates, \$1	3 00
1	Best tin pail	2 00
½	Dozen butter knives. \$2.75	1 38
3	Small axes (Hald), \$1.15	3 45
3	Pairs silver grey blankets, \$4.90	14 70
25	Oiled bags, 45c.	11 25
13	Pack straps, 90c.	11 70
20	Barrels flour, \$5.90	118 00
1	Case bacon, 300, \$9	27 00
3	Barrels pork, \$16.50	49 50
19	Pairs overalls, \$1	19 00
11	“ “ “	11 00
30	Tukes, 60c.	18 00
30	Flannel shirts, \$1.90	57 00
1	Dozen troll hooks	5 50
2	“ “ \$5.50	11 00
1	“ troll lines	5 00
½	“ sinkers, 75c.	0 75
2	“ trout hooks, 5c.	0 10
1	“ “ lines	0 50
12	Pairs shoepacks, \$1.50	18 00
6	“ moccasins, \$1.40	8 40
4	“ shoepacks, \$1.25	5 00
3	Axes, \$1	3 00
1	Pair shoepacks	1 75
1½	Dozen socks, \$2	3 00
8	Pairs shoepacks, \$1.50	12 00
		<hr/> \$537 79

Received payment, THOS. MARKS & BRO.

(Signed) Per G. T. MARKS.

Certified correct,

CHARLES T. GILLMOR.

September 22nd, 1879.

PRINCE ARTHUR'S LANDING, LAKE SUPERIOR,

July 21st, 1879.

Ontario Government,—

Bought of Thomas Marks & Brother.
Supplies to Party.

8 lbs. tea, @ 75c.....	\$6 00
1 Bag.....	0 30
40 lbs. Sugar, @ 10c.....	4 00
3 bags Salt, @ 20c.....	0 60
3 Frying pans, @ 40c.....	1 20
Needles and thread.....	0 50
1 Bag.....	0 30
Flour, American.....	3 50
1 Case Turkey and Tongue.....	10 50
6 yds. Towelling, @ 15c.....	0 90
$\frac{1}{2}$ doz. Towels, @ \$2.50.....	1 25
2 Bags, @ 30c.....	0 60
30 Loaves, @ 10c.....	3 00
2 Tarpaulins, 12 x 15, @ \$10.....	20 00
$\frac{1}{2}$ doz. Bed cords, \$2.25.....	1 13
6 Rope, @ 12c.....	0 75
1 Hand Saw.....	0 90
1 Hand Saw.....	0 90
1 doz. Mosq. Oil.....	2 25
6 Bars Soap, @ 10c.....	0 60
1 Tin pail each 50 and 65c.....	1 15
2 Tin dishes, @ 75c.....	1 50
1 Colander.....	0 50
1 Skimmer.....	0 25
2 Saucepans, @ 30c.....	0 60
1 Meat saw.....	1 25
2 Spoons, @ 10c.....	0 20
1 Tea pot.....	0 30
1 Tin pan each 25 and 15c.....	0 40
2 pairs Blankets, @ \$4.....	8 00
1 pair Gauntlets.....	1 00
14 pairs Net protectors, @ 25c.....	3 50
1 Canoe.....	18 00
2 " @ \$30.....	60 00
3 " \$25.....	75 00
$\frac{1}{2}$ doz. Candles, @ 15c.....	0 08
1 pair Paddles.....	6 50
1 pair Paddles.....	1 00
20 Pitch, @ 5c.....	1 00
Provisions to men to go to Shebandowan for canoes.....	4 00
Cash paid Indians for work done on canoes, painting, &c.....	17 50
Paint oil, paint, rope, nails, &c., on canoes.....	5 25
4 38.....	4 38
35 Rope, @ 17 $\frac{1}{2}$ c.....	1 75
35 Pitch, @ 5c.....	1 50
3 cans Powder, @ 50c.....	10 50
1 case Turkey and Tongue.....	1 15
1 piece binding for belts.....	2 50
4 cans Baking Powder.....	1 60
4 yds. Net.....	0 56
$\frac{1}{4}$ doz. Bed Cord, @ \$2.50.....	

Carried forward..... \$289 10

<i>Brought forward</i>		\$289 10
To two Indians two days' work at canoes, fittings, etc		
Omitted in lot charged above	2 00	
Paid M. Cherrett for 44 meals to Indians, tea and breakfast, before leaving here	11 00	
2 Camp chairs	2 50	
4 Pack straps taken by Indians to Shebandowan and provisions from H. B. Co	5 00	
Ribbon for Chiefs	1 13	
Cash paid to Purcell & Co. for the R. R. charges to Port Savanne	125 00	
Cash paid Indians for balance due them by pay roll	420 70	
Cash paid P. Tromley for money advanced by him for sup- plies while <i>en route</i> from Winnipeg to Duluth	23 75	
		<hr/> \$880 18

Received payment.

(Signed) THOS. MARKS & Co.,
per G. T. MARKS.
Certified correct, CHARLES T. GILLMOR,
September 22nd, 1879.

PAY LIST of the voyageurs of the canoe route, voyage of Lieutenant-Governor and party to the North-west.

NAMES.	Day.	Rate.	Total Wages.	Paid on Account.	Balance due.
		\$ c.	\$ c.	\$ c.	\$ c.
P. Tromley	15	1 75	26 25	6 25	20 00
S. Penasoth	15	1 25	18 75	9 50	9 25
Jno. Penasoth	15	1 50	22 50	4 05	18 45
Jno. Pune	15	1 50	22 50	5 00	17 50
W. Cron	15	1 25	18 75	0 75	10 00
Peter Cron	15	1 25	18 75	11 25	7 50
John Missorbi	18	1 25	22 50	1 00	21 50
Frank Perautt	15	1 25	18 75	15 00	3 75
Clewest Centte	15	1 25	18 75	10 75	8 00
W. Mitchelle	14	1 25	17 50	3 50	14 00
Pone Buchie	14	1 25	17 50	7 00	10 50
John Baptiste	18	1 25	22 50		22 50
Michello Purther	14	1 25	17 50		17 50
Chas. Anagart	15	1 25	18 75	6 00	12 75
Wm. Houmeten	15	1 25	18 75	5 25	13 50
Joe Deschamp	15	1 25	18 75	7 25	11 50
Dand. Watiki	18	1 25	22 50	11 00	11 50
Martin Desham	15	1 25	18 75	0 50	18 25
Antoine Scaborox	18	1 25	22 50	4 75	17 75
Jno. Black	15	1 25	18 75	5 50	13 25
K. Wagidish	15	1 25	18 75	1 50	17 25
P. Wagidish	15	1 25	18 75		18 75
P. Shales	14	1 25	17 50	6 50	11 00
Fred Fraser	15	1 25	18 75	4 25	14 50
Frank Defoe	14	1 25	17 50	1 00	16 50
Whiskey Jack	14	1 25	17 50	5 00	12 50
John Migaud	14	1 25	17 50	7 00	10 50
Joe Perautt, cook	15	1 75	26 25	4 75*	21 50
Stephen Fyon	14	1 25	17 50	7 00	10 50
Jos. Penasoth	15	1 25	18 75	6 25	12 50
			590 00	165 55	424 45

* Ticket.

Eighteen men who went with party to the Kaministiquia worked fifteen days.

Certified correct, CHARLES T. GILLMOR.
September 22nd, 1879.

COMMITTEE ROOM,

11 a.m., February 17th, 1880.

Committee met at the call of the chair.

PRESENT :

The Chairman,
Messieurs Ballantyne,
Creighton,
Gibson,
Hardy,
Lauder,

Messieurs Meredith,
Macmaster,
Striker,
Wood,
Young.

Minutes of last meeting read.

Mr. Phillips and Mr. Langmuir were present and examined with reference to the expenditure of a trip to the Upper Lakes about the month of September, in the year 1868, known as "the *Chicora* trip." Their testimony is appended. (See papers "I.")

Mr. Hardy moved that the following parties be notified to attend the meeting of Committee to-morrow: G. W. Monk, M.P.P., the Hon. Frank Smith, his partners and book-keeper, to produce the books of account containing the entries relating to the purchases made by the Government of Ontario or any members thereof, or of any Department of the Government in 1868, in or about September, in connection with the trip to the Upper Lakes on the steamer *Chicora*.

On motion the Committee adjourned to meet to-morrow at 11 o'clock.

J. M. FERRIS,
Chairman.

(I)

Mr. Phillips appeared and was examined with regard to a trip to the Upper Lakes, known as the *Chicora* trip.

MR. HARDY.

Q. What is your office here, Mr. Phillips? A. That of house-keeper and chief messenger.

Q. When appointed? A. In 1867.

Q. You have served ever since, I suppose? A. Yes, sir.

Q. Have you gone on several of the official, and other trips of the Government and Ministers during the period under Sandfield Macdonald's Government? A. Yes, sir, I went on all, and have been on some under the present Government.

Q. Since the organization of Macdonald Government? A. Yes, sir.

Q. Name some. A. The first trip I went to Thunder Bay on the *Chicora*.

Q. Name some others. A. I was to Muskoka, also to Lindsay, and a trip to Peterborough.

Q. Were you on the one that visited the Deaf and Dumb Institute at Belleville? A. Once.

Q. Now upon any or all cases were any refreshments provided by the Government?

A. Yes, on all.

Q. Will you state when you went on the *Chicora* what character of a trip was that?

A. It was a trip of the members invited.

Q. By whom? A. By the Government of the day.

Q. Was McKellar along? A. Yes.

Q. Carling? A. Yes.

Q. What Ministers? A. Carling was the only one.

Q. Was Richards? A. I think not.

Q. How long gone? A. We must be gone from eight to ten days.

Q. Who purchased the refreshments taken along? A. I did, upon the order of the Commissioner of Public Works.

Q. From whom? A. From the Hon. Frank Smith.

Q. Have you been to Frank Smith's since? A. I have, sir.

Q. Did you get the account? A. I did not, sir.

Q. Why not? A. He said he did not want the secrets of his business known.

Q. Can you give me the account of the character of the refreshments furnished?

A. No, sir, only from memory.

Q. Was there any champagne, sherry, claret or cigars? A. I believe there was.

Q. How much whiskey? A. A barrel.

A. How much beer? A. About three barrels of beer.

Q. Did you bring any back? A. No, sir, it was all drank.

Q. Was there an open bar all the time? A. Yes, sir.

Q. You had a barber from the city? A. Yes, sir.

Q. Piper as well? A. Yes, sir.

Q. And a photographer? A. Yes, sir.

Q. Were the cigars, tobaccos and wines all free at the public expense? A. Yes, sir.

Q. Now you are not able to give details of these things? A. No, sir, I cannot.

Q. Mention the next trip you went on? A. I think the next trip was to Muskoka.

I think it was at the time when the Hon. Sandfield Macdonald, Carling, and Richards went up to Port Carling to inspect the public works going on between Lakes Rosseau and St. Joseph.

Q. How long were you there? A. About two days.

Q. How long were you gone altogether? A. About a week.

Q. What were they doing, fishing? A. Yes, part of the time, and amusing themselves.

Q. Were refreshments taken along? A. Yes, sir.

Q. What kind of refreshments; any wine or liquors? A. Refreshments in accordance with camp life, biscuits, bread and cheese, and equipments for the camp.

Q. Any champagne? A. I am not certain that there was.

Q. Just such wines, whiskey, cigars, and just such liquors as was thought to be comfortable? A. Yes, sir.

Q. What was the next trip you went on? A. The Peterborough.

Q. What was the object of the trip? A. There was a lock building this side of Peterborough, and we went to visit that. We went from Port Hope in waggons to Peterborough; after we went to Peterborough we went on a hunting expedition.

Q. Who went on that? A. Mr. Carling, two or three citizens of Peterborough, and Mr. Kelly, of the *London Telegraph*. He was connected with the London press in England.

Q. Were there any wines and liquors taken there? A. We just took what we required camping out. Some things we got from the farmers, and ran the chances of killing deer and other game.

Q. Did you buy these things yourself? A. I supplied all these things at the public expense.

Q. Was the Belleville trip the same way? A. I think on the Belleville trip the citizens gave us a lunch there. We had refreshments on the cars going down, wines and cigars.

Q. In that trip on the *Chicora*, were towels and cork-screws provided by the Government? A. Everything was provided.

Q. Were there any honourable gentlemen on that trip? A. I believe so.

BY MR. LAUDER.

Q. Who were they? A. I don't remember.

BY MR. BALLANTYNE.

Q. Was not Creighton? A. No, sir.

Q. Mr. Sinclair was there? A. I don't know.

By MR. HARDY.

- Q. I believe they had a band and concert singers on board? A. Yes, sir.
Q. Did they dance? A. Yes, sir.

By MR. MEREDITH.

- Q. When was this trip? A. In 1868.
Q. You are called to explain what the policies of these trips were? A. I know that I took the trip, and I was invited to prepare the supplies.
Q. Where did you start from? A. Toronto.
Q. Where did you go to? A. Thunder Bay and different points.
Q. How many persons were there on board? A. From a rough calculation, I should say there must have been about 200.
Q. How many members of the House? A. I could not say.
Q. Half of them? A. Presume there was.
Q. Was the reporter of the *Globe* on? A. I don't remember if he was.
Q. I don't suppose you can give any idea of what the expenditure under the particular heads was? A. I have no idea.
Q. Do you know how the expenses were defrayed? A. By the Commissioner of Public Works.
Q. How do you know? A. I was told so.
Q. When did the trip to Muskoka take place? A. I think it must have been in 1871 or 1872.
Q. It could not have been in 1872, as the other Government was in power? A. Perhaps it was in 1870.
Q. Was not the Rev. Mr. Herring one of the parties? A. He was.
Q. Was he not connected with the bringing out of immigrants to this country; and was not that trip taken with the view of shewing him the free grant districts? A. It was.
Q. What was the expenditure on that trip? A. I don't know.
Q. Were the expenses borne by the members of the Government personally? A. Not personally.
Q. Do you know from your own knowledge of the case, were the costs defrayed by the members of the Government out of their own pockets? A. I don't know; I know that the bill was sent in to the Government. I got paid from the Commissioner of Public Works.
Q. The opening of the Deaf and Dumb Asylum at Belleville; was that in the same year? A. I think so.
Q. Who paid the costs of the refreshments there; did it come out of the Government, or was it paid personally by the members? A. I got my money from the Government; I put in my bill and they paid it.
Q. What do you mean by the Government? A. The Commissioner of Public Works.
Q. Do you know what was the bill to Belleville? A. About \$20 or \$25.
Q. You paid all disbursements for liquors and refreshments going down in the cars? A. Yes, sir.
Q. Did you furnish refreshments on more than one trip to Belleville? A. I think two, but I was only on one.
Q. I find a bill of yours much later than that one in connection with the Central Prison. What was that? A. I never gave a lunch there. I gave one in this House to the judges.
Q. When was that? A. I think the Attorney-General had them on two or three occasions.
Q. Did the Attorney-General take part in these demonstrations? A. I don't know, perhaps the Treasurer or Mr. Langmuir can give you information.
Q. I want to find out about that. Mr. Langmuir, in what year was this? A. (Mr. Langmuir) In 1878.

Q. Here is a bill of \$85.45, what was this for? \$51.45 Fulton, Michie & Co.'s account? A. It must have been for wines.

Q. Is there any doubt about it? A. I don't think so. Mr. Langmuir told me to get these things and put them in my bill, and I have done so on several occasions.

Q. Lunch \$27.78. In what connection was this? A. I don't know.

Q. Where was it given? A. At the Central Prison.

Q. Are you aware of any trip since the present Government came into power? A. Yes, sir, the Belleville trip.

Q. Any other? A. The Brantford one.

Q. Any liquors supplied on that occasion? A. I don't remember.

Q. What was the mission of this trip to Brantford? A. The opening of the Blind Institute, the only trip I was on.

Q. Any other trip? A. Two or three.

Q. Members of the Government? A. Yes.

Q. Did Kennedy take part in any of these trips? A. Two or three of a similar character.

Q. Do you mean to say that bath towels were provided on the *Chicora* trip? A. None.

Q. What do you mean by it then? A. Towels for general purposes.

Q. How long were you on that trip? A. About ten days, maybe longer. This is the second time I have been asked this same question by you.

J. W. Langmuir was called and examined

By MR. HARDY.

Q. You are the Inspector of Prisons and Asylums? A. I am.

Q. Appointed when? A. In 1868.

Q. I believe you have frequently accompanied the members of the Government on certain expeditions which they call trips? A. I have.

Q. Do you remember an occasion when certain people were entertained in 1871, at the London Asylum? A. I remember that in 1871 I recommended that the Convention of Medical Superintendents of America should be invited to Ontario. Previous to that time the Canadian Superintendents had gone over and received the hospitalities of their brethren in the United States, and I thought that inasmuch as we were building extensive asylums in Ontario, it would be a proper thing for us to invite them here, and they were accordingly invited.

Q. Were they entertained at the Asylum? A. They were entertained both at the Asylum in this city, and at the one in London.

Q. Will you look at these accounts and say if they represented the expenditures on that occasion? A. Those are the accounts for the London Asylum and for the Toronto Asylum outside of what we had in store.

Q. The accounts appear to be certified by the Medical Superintendent and sent in to the Treasurer? A. Yes.

Q. And paid by the Treasurer? A. Yes.

The following accounts were put in :

June 9th, 1871.

Asylum for the Insane, London,

In account with F. Westlake.

To 11½ gallons ices, @ \$2	\$23 00
“ 12 jellies, @ 75c	9 00
“ 6 blanc manges, @ 75c	4 50
“ .2 whipped creams, @ \$1	2 00
“ 2 trifles, @ \$2	4 00

Carried forward..... \$

		<i>Brought forward.....</i>	\$
To	4	tipsey cakes, @ \$2	8 00
"	4	large tarts, @ 25c	1 00
"	12	dozen small tarts, @ 50c	6 00
"	4	Charlotte Russe, @ \$1	4 00
"	2	square fruit cakes, 13½ lbs., @ 25c.	3 38
"	2	two-story cakes, ornamented, 23 lbs., @ 30c.	6 90
"	1	three-story do 17 lbs., @ 25c.	4 25
"	50	lbs. assorted biscuits, @ 35c.	17 50
"	5	maccarones, @ 50c	2 50
"	6	lobster salads, @ \$1.50	9 00
"	3	gallons cream, @ 80c	2 40
"	6	raised pies, @ \$2	12 00
"	3	fancy sponge cakes, @ \$1.50	4 50
"	6	lbs. best mottoes, @ \$1	6 00
"	5	lbs. rock candy, @ 38c	1 90
"	6	lbs. fruit drops, @ 30c	1 80
"	5	lbs. port wine drops, @ 35c	1 75
"	5	lbs. mixed gum drops, @ 38c	1 90
"	5	lbs. chocolate cream drops, @ 35c	1 90
"	2	lbs. sugar sand, @ 30c	0 60
"	14	lbs. French loaf cake, @ 25c.	3 50
"	8	lbs. lady cake, @ 25c	2 00
"		aspect jellies	6 00
"		Loan of 40 doz. knives and forks; ½ doz. carving knives and forks; 17 doz. dessert spoons; 16 $\frac{1}{2}$ doz. tea spoons; 5 doz. table spoons	30 00
"		Waiters	15 00
			<hr/> \$196 28

HENRY LANDER,
Superintendent.

LONDON, Ontario, 10th June, 1871.

Asylum for the Insane, London.

In account with Edward Adams & Co.

3 Cases Sillery champagne, @ \$12	\$36 00	
Ma. sherry, 5 gallons, @ \$3.50	17 50	
25 lbs. S. S. almonds	4 50	
1 Case champagne (arrow)	12 00	
3 doz. sauterne, @ \$5	15 00	
	<hr/>	\$85 00

HENRY LANDER,
Superintendent.

London L. Asylum,—

To A. K. Thompson, Dr.

1871.

June 9. To sixteen carriages and drivers, @ \$4.50 \$64 00

HENRY LANDER,
Superintendent.

London L. Asylum,—

RICHMOND STREET, LONDON, ONT.,

10th June, 1871.

Bought of R. Mountjoy,

Wholesale Dealer in Foreign and Domestic Fruits, Fish, Game, Oysters, Sardines, &c., &c.
Terms, cash.

To	4 bushels peas, \$3	\$12 00	
"	100 oranges	4 00	
"	100 quarts berries, 16½c.	16 50	
			\$32 50

HENRY LANDER,
Superintendent.

LONDON, June 12th, 1871,

To	music furnished by the band of the 7th Battalion at London L. A., Friday, June 9th, 1871	\$35 00	
"	cartage	0 50	
			\$35 50

HENRY LANDER,
Superintendent.

LONDON, ONT., 13th June, 1871.

Lunatic Asylum,—

Bought of W. J. Reid & Co.,

Importers, Wholesale and Retail Dealers in China, Glass, Crockery, Cutlery, and Fancy Goods.

All goods carefully packed—no allowance made for breakage.

2	only green hocks	short, 25c.	\$0 50	
7	" champagnes	" 40c.	2 80	
3	" sherries	" 25c.	0 75	
9	" tumblers	" 20c.	1 80	
1	" plain stand dish ..	"	0 75	
3	" decanters, @ 62½c. "	"	1 88	
1	" granite compost ..	"	0 50	
1	" do dish	"	0 50	
1	" side dish, 18 inch ..	"	1 00	
11	" glass nappies, @ 5c "	"	0 55	
				\$11 03
	Com. at 5 per cent. on \$320			16 00
				\$27 03

HENRY LANDER,
Superintendent.

Memorandum—

LONDON, Ont., 13th June, 1871.

Bought of W. J. Reid & Co.,

Importers, Wholesale and Retail Dealers in China, Glass, Crockery, Cutlery, and Fancy Goods.

All goods carefully packed—no allowance made for breakage.

Goods sent out as under:

150 champagnes, @ 40c	.....	\$60 00
150 sherries, " 25c	.....	37 50
100 green hocks, " 25c	.....	25 00
200 nappies, " 5c	.....	10 00
150 tumblers, " 20c	.....	30 00
2 doz. cut decanters, @ \$24	.....	48 00
2 doz. pressed decanters, @ \$7.50	.....	15 00
3 doz. granite composts, @ \$6	.....	18 00
6 only vases, @ 75c	.....	4 50
36 " glass bowls, @ 50c	.....	18 00
12 " dishes, 20 in., @ \$1.25	.....	15 00
12 " do 18 in., \$1.00	.....	12 00
4 " glass stand dishes, plain, @ \$1	.....	4 00
16 " do Marian, @ 75c	.....	12 00
4 " dishes, round, @ \$1.50	.....	6 00
6 " granite dishes, @ 25c	.....	1 50
18 " glass dishes, 8 in., @ 75c	.....	14 50
		<hr/>
		\$331 00
Less shorts	.....	11 00
		<hr/>
		\$320 00

London Asylum,—

LONDON, June 13th, 1871.

Ordered of J. Moule, (for June, 9, 1871.)

June 2. 12 doz. eggs, @ 16c	.....	\$1 92
6. 14 pair chickens, @ 55c	.....	7 70
6. 1 crock butter, 32 lbs., @ 16c	.....	5 12
		<hr/>
		\$14 74

HENRY LANDER,
Superintendent.

Asylum for the Insane, London,—

In account with Mr. Peter Meers.

Asparagus	.....	\$4 75
Radish and lettuce	.....	5 00
Parsley	.....	0 50
		<hr/>
		\$10 25

HENRY LANDER,
Superintendent.

To J. Kernohan, Dr.

June 9, 1871. To 7 doz. soda water \$21 10

HENRY LANDER.

Superintendent.

TORONTO, 14th June, 1871.

Asylum for the Insane,—

To J. Workman, M.D., Dr.

For cab hire on 5th, 6th, 7th, and 8th inst., in service of the Association of Medical Superintendents and accompanying friends, at the annual meeting	\$95 25
For music at the picnic given to patients on 8th	16 00
	<hr/> \$111 25

HAMILTON, Ont., 15th June, 1871.

J. W. Langmuir, Esq.,—

To the Great Western Railway Company, Dr.

June, 1871. For 64 fares from Toronto to London, @ \$3 each..	\$192 00
For 21 fares from London to Hamilton at quarter the ordinary rate	12 18
For 25 fares from London to Toronto	18 75
	<hr/> \$222 93

Expenditures incurred by the undersigned in the reception of the Association of Medical Superintendents of Insane Asylums.

Paid bills at the Tecumseh House, London, for members Association	\$64 50
Paid for seats in Pullman and parlour cars to and from London, for members Association	22 50
Paid Mr. McKirdy for bills at hotel, London	7 25
Paid for cab-hire in Toronto and London	14 25
Paid for cab-hire, Mr. Tully, Mr. Scott, and others.....	13 25
	<hr/> \$121 75

J. W. LANGMUIR.

LONDON, 5th June, 1871.

Provincial Lunatic Asylum,—

Bought of Fulton, Michie & Co.,

Importers of Groceries, Wines and Spirits, 7 King Street West.

2 cases Moselle, @ \$16, \$32 ; 3 gals. pale sherry, @ \$5, \$15 ..	\$47 00
2 gals. brown sherry, @ \$5, \$10 ; 1 tin (30c.) ginger nuts, 15½ lbs., @ 20c., \$3.40	13 40
1 Stilton cheese, 10½ lbs., @ 35c., \$3.55 ; 1 doz. calves' feet jelly, \$8.75	12 30

Carried forward..... \$

<i>Brought forward</i>		\$
½ doz. Madeira jelly, @ \$8.75.....		4 38
2 bottles mustard, @ 60c., \$1.20; 2 bottles essence of peach, @ 25c., 50c.....		1 70
6 bottles Worcester sauce, @ 40c.....		2 40
6 tins peach, \$2; 10 lbs. s. s. almonds, \$2.50; 5 boxes figs, \$1.50		6 00
1 box raisins, \$7.50; 1 box oranges, \$7; ½ box lemons, \$3.50		18 00
7 canned fruits, @ 75c., \$5.25; 6 tins green peas, \$3.13.....		8 38
1 doz. pots marmalade.....		3 00
1 doz. olives, \$4.50; 2 hams, 34½ lbs., @ 23c., \$7.85.....		12 35
1 brl. crushed sugar, 158 lbs., @ 13½c.....		21 33
1 doz. mixed pickles.....		3 00
		<hr/> \$153 24

Q. These were the bills incurred on that occasion? A. Yes.

Q. And paid by public moneys? A. Yes.

Q. Did you accompany the *Chicora* trip? A. I did.

Q. Who organized that trip? A. The Government of the day.

Q. In 1868? A. Yes.

Q. How long were you gone? A. I think about twelve or fourteen days altogether.

Q. How many persons went along? A. I could not say. There were over 100.

Mr. Phillips said there were 200, but I don't think there could have been that number. I think there were 40 or 50 members, and certainly no great number of other gentlemen outside of the House.

Q. A band accompanied the expedition? A. Yes.

Q. And a piper? A. Yes.

Q. Was there a piano? A. I don't remember.

Q. Did the party get what they wanted? A. Anything they wanted to drink they got.

Q. At the public expense? A. Yes.

Q. What did they have? A. Everything in the way of beer, wine and spirits.

Q. Was there brandy? A. Yes.

Q. And sherry, claret and champagne? A. Yes.

Q. And cork screws? A. Yes.

Q. And I suppose the eatables were proper to the occasion? A. Yes.

Q. Wine at dinner always? A. Yes.

Q. Did you go on any other excursion before the resignation of Mr. Macdonald?

A. I remember the opening of the Institution for the Deaf and Dumb at Belleville, in October, 1867, and I also remember going to Brantford, either at the opening of the institution there, or the selection of the site, I forget which.

Q. On both occasions, were wines and liquors supplied? A. There were wines and liquors whenever members of Parliament went along.

Q. You went with the Lieutenant-Governor's party which visited our new territories last season? A. I did.

Q. You heard Col. Gillmor's statement with reference to that? A. I did.

Q. Did you look over the accounts and analyze them? A. I did.

Q. Perhaps you will give us a statement of the accounts? A. Yes. The whole amount of the expenditure was \$5,456.22.

Q. Made up how? A. There was paid for railroad and steamboat fares, from Toronto to Port Savanne, the head of the water stretches, or where the canoe route commences, and from Crosse Lake and Winnipeg back to Toronto *via* St. Paul and Chicago, \$1,297.68. That is the expenditure for railway and steamboat fares for the party of thirteen, all the way round. The next is the expenditure connected with going by canoes from Savanne to Crosse Lake, \$1,986.50. That amount far exceeded Mr. Wood's expectation. He thought it would only come to \$600 or \$700; but he was entirely misled by Mr. Dawson and Mr. Ryan, as well as by others. I had correspondence with Mr. Dawson, Mr. Ryan and Mr. Marks, and from them we got the impression that in going from Savanne to Crosse Lake, we could lease the canoes and outfit and then return them, but we found we could not, and we had to pay for everything. The voyageurs, of whom we had thirty-one, struck, and we

had to advance their pay. The whole question was whether we should return home to Toronto or go on at that increased expenditure. It was decided to go on, and we went on accordingly. The details of the \$1,986.50 are as follows:—Wages of thirty-one voyageurs, \$590; fares of same from Winnipeg to Thunder Bay *via* Duluth, \$665.50; outfit in the way of canoes, tents, and supplies to voyageurs, \$731. Before we took them on to Winnipeg we intended to send the voyageurs back from Crosse Lake, but we were informed that if we sent them back alone, in place of taking fourteen days they would very likely spread out the time to thirty days, so we brought them to Winnipeg and paid their fare home. The next item is pork, flour, clothing and trinkets, as presents to Indians, \$894.42. That included some clothing given to the voyageurs. The next item is hotel bills at Thunder Bay, Winnipeg, St. Paul and Chicago, \$652.90. That included everything in the way of hotels for the thirty days—wines and everything, and included also \$7.50 for theatre tickets. We took three servants with us thinking we could not get cooks and tent-bearers among the voyageurs, but when we got to Thunder Bay we found we could get them, and we sent these three men back, which cost a good deal. The wages of these men amounted to \$85.30. Freight, packing, express and telegrams, cost \$76.05. Then there were the supplies for the Governor's party proper, including beer, wines and spirits, \$463.37,—in all \$5,456.22 as I have stated. At Chicago, and thence home, the Lieutenant-Governor paid his own way, and I understood moneys were given him for that purpose.

The Governor put up at a different hotel and had two or three of his own party? A. Yes; the Governor and Mr. Justice Morrison, Mr. George Macdonald (his son), and his servant.

Q. His aide-de-camp? A. No; he was not there. They put up at the Palmer House, while the others put up at the Pacific.

Q. And the Governor paid his own bills? A. Yes; I understood so.

Q. Have you gone through the bills to see what proportion is wine, spirits, tobacco and cigars? A. The whole amount of the liquor bill for the entire time was \$191.30. The amount for soda, apollonaris water, &c., was \$11.50, and for tobacco and cigars all through, \$78.75.

BY THE CHAIRMAN.

Q. Does that include the tobacco for the Indians? A. No. We bought 840 cigars altogether, instead of 1800 as stated in the newspapers.

BY MR. HARDY.

Q. I see it also stated in the *Mail's* report or editorial summary, that there were 252 bottles of ale? A. There were 9 $\frac{1}{2}$ doz., or 114 bottles, or 23 gallons.

Q. And it is stated there were 161 bottles of wine? A. There were 7 $\frac{1}{2}$ doz., or 87 bottles.

Q. And that there were 22 bottles of brandy? A. There were 8 bottles altogether.

Q. And 182 bottles of soda, seltzer, apollonaris water and so on? A. These were temperance drinks so I did not bother my head much about them. (After referring to account) there were 141 bottles altogether.

Q. It is stated that there were 139 bottles of old rye? A. There were 6 $\frac{1}{2}$ doz., or 74 bottles.

Q. Mr. Meredith has spoken of the luncheon given to the judges in the Central Prison in 1878: please state the particulars? A. I suggested to the Government that it would be a good thing to have the judges see the Central Prison and observe the character of the work we were doing there, as I thought we were not getting the prisoners sentenced for sufficiently long periods. I mentioned it to Mr. Wood and the Attorney-General who approved of the suggestion, and all the judges were invited to go to the Prison and see this work; and it was thought that it would be nothing but right to give them a luncheon, A luncheon was therefore prepared for them, and for the gentlemen who accompanied them.

BY MR. MEREDITH.

Q. Did they take the liquors before or after going there? A. After.

BY MR. HARDY.

Q. I suppose the visit was in the interests of the Central Prison? A. I suggested that it should be. I think many of the judges who visited it had no knowledge of the industrial work carried on, and I have the opinion of some of the judges who said afterwards that they had had no conception of it.

Q. Speaking again of the wines and liquors you took to the North-West with you, were they exclusively for the party, or did the Governor hold receptions? A. I went on to do my work at Thunder Bay, and I met the party at Sault Ste. Marie. At that place all the people of note visited the boat—quite a large deputation—and they were entertained. We took the whole of one only basket of champagne to entertain them, that is, what was left of it. At Thunder Bay the Governor entertained at the hotel some of the gentlemen who gave information with regard to the trip. They were some gentlemen connected with the railway, and they accompanied him to Savanne, and were entertained there. There were 20 or 30 people there, and they were part of the Governor's company at the time.

Q. Did you go on the trips to Brantford and Belleville in 1872 and 1873? A. I was present on both occasions. Mr. Howland gave them a dinner at Belleville.

Q. Did they take refreshments? A. Yes.

Q. At the public expense? A. Yes, I believe so.

BY MR. MEREDITH.

Q. Mr. Hardy has referred to an account for glasses used at the entertainment in the London Asylum amounting to \$320, on which a commission was charged, but he has not mentioned that they were loaned. They were not purchased? A. No.

Q. None of these things? A. There was \$11.50 for the portion that was broken.

Q. And \$16 for commission? A. Yes.

Q. That is apparent on the face of the account? A. Yes.

Q. You say this dinner was given at your suggestion to the Association of Medical Superintendents of America? A. Yes; they were entertained while they were here for one week.

Q. How many were there? A. Including their wives and friends there were close on 100; there were 80 at least.

Q. You considered it in the public interest that this expenditure should be incurred? A. I did.

Q. Was benefit derived from it? A. A good deal.

Q. You received similar courtesies on the other side? A. Yes, always.

Q. Did any member of the Government take part in the one at London? A. Yes, Mr. Carling.

Q. Any members of Parliament? A. I don't remember, but I rather think so.

Q. I believe that since Dr. Bucke has been in charge of the asylum entertainments of this kind have taken place, though not on so large a scale? A. Not since Dr. Bucke was there. They have annual entertainments among themselves.

Q. The public are invited? A. Yes.

Q. And the entertainment is provided at the public expense? A. Not wine or spirits: that is all stopped.

Q. When was that stopped? A. When the use of wine and spirits among the patients was discontinued.

Q. And up to that time? A. They were always of a general character.

Q. Did not the Medical Association have a dinner? A. Yes, the one that met in London.

Q. Similar to the one in 1871? A. Yes, but not on so large scale.

Q. Similar in its character? A. Yes.

Q. I suppose you don't know anything of the expenditure on this *Chicora* trip? A. No.

Q. But you think there were about one hundred persons? A. I think, about that.

Q. Not more than fifty members? A. I don't think so; that is, members on both sides.

Q. I suppose that party conducted themselves pretty well? A. On all these trips I never saw any drunkenness.

Q. What was the object of the trip? A. To give the members an opportunity of seeing the Thunder Bay district.

Q. They carried out that object? A. Yes. They stopped at all the points.

Q. Was not the land and mineral policy before the House at that time? A. I cannot say.

Q. Was it not publicly discussed in the House? A. Yes. I believe the object was, generally, to see the Thunder Bay District and its resources.

Q. Who had charge of the financial arrangements of the trip to the North-West? A. Col. Gillmor.

Q. You and Mr. Wood consulted as to the probable expenditure? A. Yes; I had a good deal of correspondence upon it with regard to the canoe route.

Q. When did you start? A. On the sixteenth of July.

Q. How long had the matter been under consideration? A. I had heard it a month before that.

Q. And you discussed the probable cost? A. Yes.

Q. And what was the estimate? A. It was that it would not exceed two thousand dollars, but the expense of the canoe route and the presents to the Indians made it exceed that amount.

Q. What was the original idea as to who should form the members of the party? A. I understood that the journey was undertaken at the desire of the Lieutenant-Governor, and that he had invited some gentlemen.

Q. But was there no discussion by Mr. Wood as to who should be members of the party? A. Not with me. He told me about a month before that the Lieut.-Governor wished him to go.

Q. You had a trip on a similar scale to Thunder Bay the same year? A. Yes, in the autumn.

Q. Two members of the Government went along? A. Yes.

The Committee then adjourned.

COMMITTEE ROOM, 11 a.m., Feb. 18th, 1880.

Committee met pursuant to adjournment.

PRESENT :

The Chairman,
Messieurs Gibson,
Hardy,

Messieurs Lang,
Merrick, and
Striker.

After waiting twenty minutes the meeting adjourned for the want of a quorum, to meet to-morrow, at 11 o'clock.

J. M. FERRIS,
Chairman.

COMMITTEE ROOM, 11 a.m., Feb. 19th, 1880.

Committee met pursuant to adjournment.

PRESENT :

The Chairman,
Messieurs Creighton,
Gibson,
Hardy,
Lauder,

Messieurs Lang,
Merrick,
Striker, and
Young.

Mr. Monk was present and examined with regard to a trip to Ottawa, when the Governor-General was presented with an address. His testimony, taken by short-hand writer, is hereto appended:— (See "J.")

Mr. McCarthy, messenger, was examined with reference to the serving of summonses.

Mr. Gibson moved for the following papers; item regarding Canada School Apparatus Co., page 108, P. Accounts, 1879, amount \$800; also item J. B. Carter, page 110, same year, map mounting, amount \$3,500.86; also item J. B. Carter, map mounting, page 103, P. A., 1878, amount \$2,422.67, with invoice books relating to the same.

Mr. Hardy moved that the following persons, namely:—Hon. Frank Smith, F. Mahony, R. H. McBride, Donald Milloy, and Neil Milloy be summoned in due form to attend as witnesses before this committee on Friday morning, at 11 o'clock a.m. The said Smith, Mahony, and McBride to produce all books of account of Frank Smith & Co., containing any and all entries or items of accounts relating to the purchase of supplies made by the Government of Ontario, or any member thereof, or any department thereof, in or about the month of September, 1868, in connection with, or for use on the trip of the steamer *Chicora* to Lake Superior in that month and year, under charter by the said Government, or by John Carling, the then Commissioner of Public Works; and that the said Donald and Neil Milloy produce before the said Committee the books of account of the steamer *Chicora* in use in the year 1868, containing any entries or charges in relation to the charter of such steamer in or about the month of September, 1868, by the Government of Ontario, or the Commissioner of Public Works, on the trip to Lake Superior during the said month of September, under said charter, and all other papers, accounts, or memoranda in relation thereto.

Committee adjourned to meet to-morrow, at 11 o'clock.

J. M. FERRIS.

Chairman.

(J)

Mr. Monk, M.P.P., was called and examined.

By MR. HARDY.

Q. You were I believe a delegate from the House of Assembly to present an address to Lord Dufferin. A. Yes.

Q. Who were your co-delegates? A. Col. Cumberland, Mr. Hodgins and Col. Gifford.

Q. Do you remember the amount of the expenditure on that occasion? A. I do not exactly.

Q. I believe the warrant was drawn in favour of you to pay the account for the whole party? A. Yes.

Q. How long were you in Ottawa? A. I was there three or four days. The others were there longer. They went there before me. I believe Col. Cumberland was there before Mr. Hodgins, and Mr. Hodgins a few days before me.

Q. The expenses were paid by public moneys? A. Yes. Col. Gillmor gave me two hundred dollars before starting. I was appointed treasurer on starting.

Q. I do not want to go into the details of your mode of living, but I would ask you if during the time you were at Ottawa, did you live as you ordinarily do, or were you more extravagant? A. Well, perhaps I was.

Q. I suppose the ordinary wine which gentlemen drink on such occasions was drunk? A. Yes.

Q. Were the wines included in the hotel bills? A. Yes.

By MR. LAUDER.

Q. You were sent under a resolution of Assembly? A. Yes.

The following account was read :—

Mr. NOTMAN,

Please advance to Mr. Monk, one hundred and fifty dollars (\$150.00) on account of expenses of Deputation to Ottawa.

(Signed) CHARES T. GILLMOR,
Clerk.

4th March, 1873.

Expenses of Deputation sent to Ottawa to present an address from the Legislative Assembly of Ontario, to the Governor-General on 5th March, 1873. Railway fare to and from Ottawa and expenses on the way.

Col. Cumberland, M.P.P.....	\$30 00
Major Gifford, M.P.P.....	25 00
Mr. Hodgins, M.P.P.....	44 00
Mr. Monk, M.P.P.....	30 00
Expenses of Deputation in Ottawa	35 00
Cab-hire and sundries, say	10 00
	<hr/>
	174 00
By Contra Cash.....	150 00
	<hr/>
Cash to Balance.	24 00

(Signed) G. W. MONK.

Pay Mr. MONK,
C. T. G., *Clerk.*

Toronto, 28th March, 1873.

Received payment,
(Signed) G. W. MONK.

COMMITTEE ROOM,
Friday, February 20th, 1880.

Committee met pursuant to adjournment.

PRESENT :

The Chairman,
Mr. Badgerow,
" Creighton,
" Gibson,
" Hardy,

Mr. Lauder,
" Merrick,
" Macmaster
" Striker,
" Young.

Minutes of last meeting read and adopted.

Mr. Monk, M.P.P., was recalled.

BY MR. CREIGHTON.

Q. You were examined yesterday with regard to the trip to Ottawa to present an address to Lord Dufferin? A. Yes.

Q. Under whose administration did that take place? A. It was either the Blake or Mowat administration. I was under the impression it was Mr. Blake's, but I know Mr. Scott was Commissioner of Crown Lands at the time.

Q. And the expenses were paid by authority of that Government? A. Yes.

BY THE CHAIRMAN.

Q. You just sent in an account for the whole without specifying items? A. I could not say, but I think I mentioned some of the items—railway fares and hotel bills.

Q. But you did not specify the number of cigars? A. No.

Q. Or the wines? A. No.

Q. Were there cigars? A. They may have been included in the hotel bills, but I cannot recollect them six years after they are smoked.

Mr. Milloy appeared and was examined with reference to a trip of the steamer *Chicora* to Lake Superior during the month of September or thereabouts, in the year 1868. His testimony taken by short-hand writer is hereto appended. (*See "K."*)

Mr. Muldoon appeared and was examined as to the serving of the summonses on the Hon. Frank Smith, R. H. McBride, F. Mahony, and Donald Milloy.

Mr. Edwards appeared and was examined by Mr. Lauder with regard to Mimico Farm. His testimony is appended. (*See "L."*)

The Committee sat until 1 o'clock p.m., awaiting the attendance of the Hon. F. Smith by appointment, but he failing to put in an appearance, the Committee adjourned to meet on Tuesday, the 24th inst., at 11 o'clock.

J. M. FERRIS,
Chairman.

COMMITTEE ROOM,

11 a.m. Tuesday, 24th Feb., 1880.

Committee met pursuant to adjournment.

PRESENT :

The Chairman,
Mr. Ballantyne,
" Creighton,
" Gibson (Huron),
" Hardy,
" Harcourt,
" Lauder,

Mr. Merrick,
" Macmaster,
" Ross,
" Striker,
" Wood,
" Young.

Minutes of last meeting read and confirmed.

Mr. Hardy moved, that the Honourable Frank Smith, a Senator of the Dominion of Canada, F. Mahony, and R. H. McBride, all residents of Toronto, having been duly summoned to attend before this Committee as witnesses on Friday, the 20th inst., at eleven o'clock, and having refused so to attend, that such refusal together with the resolution directing them to be summoned, the evidence of the service of the summons, and a duplicate copy of the summons, be reported to the House.

Hon. Mr. Hardy submitted a draft report for the consideration of the Committee, which after being discussed by the Committee, the further consideration thereof was deferred until to-morrow.

Mr. Gibson moved, That the Hon. Mr. Crooks and Dr. S. P. May, from the Education Department, be called to attend at the first meeting of this Committee.

The Committee adjourned until 11 o'clock to-morrow.

J. M. FERRIS,
Chairman.

COMMITTEE ROOM,

11 a.m. Wednesday, 25th February, 1880.

Committee met pursuant to adjournment.

PRESENT :

Messrs. Ballantyne,
Gibson (Huron),
Harcourt,
Striker,
Meredith.

Messrs. Merrick,
Ross,
Wood,
Young.

The Committee adjourned owing to the absence of the Chairman, through illness in his family, until 11.30 o'clock to-morrow.

J. M. FERRIS,
Chairman.

COMMITTEE ROOM,

11.30 a.m. Thursday, 26th February, 1880.

Committee met pursuant to adjournment.

PRESENT :

The Chairman,
Messrs. Ballantyne,
Creighton,
Gibson (Huron),
Harcourt,
Hardy,
Lauder,

Messrs. Meredith,
Merrick,
Ross,
Scott,
Striker,
Wood,
Young.

Minutes of the two previous meetings were read and confirmed.

Mr. Merrick moved, seconded by Mr. Creighton, that the Hon. Jno. Carling be requested to attend the meeting of this Committee this a.m. Carried.

Hon. Frank Smith and Hon. Jno. Carling appeared before the Committee and were each examined with reference to a trip of the steamer *Chicora* to Lake Superior, during the month of September or thereabouts, in the year 1868. Their testimony, taken by shorthand writer, is hereto appended. (*See "M."*)

Hon. Mr. Crooks also appeared, but was not examined, to give testimony with reference to colouring, revising, etc., of Maps.

Mr. Harcourt moved for papers *re* decorations at Normal School on occasion of late visit of Governor-General.

COMMITTEE ROOM,

11.30 a.m., Friday, 27th Feb., 1880.

Committee met pursuant to adjournment.

PRESENT :

Messrs. Creighton,
Long,Messrs. Meredith,
Merrick.

No quorum.

COMMITTEE ROOM,

11 a.m., Tuesday, 2nd March, 1880.

Committee met at 11 o'clock a.m.

PRESENT :

Messrs. Ballantyne,
Creighton,
Gibson (Huron),
Harcourt,
Hardy,
Lauder,Messrs. Long,
Meredith,
Merrick,
Ross,
Striker,
Wood.

A portion of the evidence not having been completed by the shorthand reporter, the Committee adjourned, the Clerk having been first instructed to draw up a report for presentation to the House.

(K)

Donald Milloy was called and examined :

BY MR. HARDY.

Q. You are the brother and were a partner of the late Captain Milloy? A. He was my brother, but I was not his partner.

Q. Had you anything to do with the *Chicora* in 1868? A. I was part owner at that time.

Q. Who were the owners? A. Neil Milloy was one, and John Robertson who is also dead.

Q. Who were D. Milloy & Co.? A. I was D. Milloy.

Q. Where are the books of account of the steamer, or those used by the firm in connection with the steamer at that time? A. I have not seen the books for a number of years. When we sold out the *Chicora*, eight or nine years ago, to Hon. Frank Smith and Noah Barnhart, Mr. W. T. Mason was appointed to settle the business and wind up affairs. He took the books of account, and I have not seen them since.

Q. Where is Mr. Mason now? A. He is in some infirmary in the United States. His mind broke down.

Q. Then you have not control or possession of the books? A. No; I have no papers at all.

Q. Can you tell from memory any of the details of the trip? A. No; I was not on the trip, and cannot give the details from memory.

Q. Your brother Neil is also dead? A. Yes.

(L)

Mr. Edwards was called and examined in reference to the item "Agricultural Farm, Mimico, account of sale of lots." Witness produced papers relating to the item.

By MR. LAUDER.

Q. How much of the Mimico Farm remains unsold? A. I think it is nearly 400 acres—about 370, I think.

Q. The part unsold was leased? A. Yes, it was leased to Edward Stock—a four years' lease.

Q. How much does he pay? A. \$500; except that for the last year he is to be allowed \$150 for new fencing done during the first year and to be deducted from the last year's rent. You will find Mr. Helliwell's certificate attached to the paper.

Q. But according to the lease he is to do the fencing? A. Yes; but farther on you will see that he is to be allowed this amount.

Q. I don't see any receipts on account for 1879? A. The rent is all paid.

Q. Where is it entered? A. I don't know.

Q. Who collects it? A. I collected last year's. Mr. Jones when he was with us collected the third year's. Last year's was handed me a few days ago. The last year's is payable in advance.

Q. I don't see that entered in the public accounts? A. I have not looked at the public accounts. I have the treasurer's receipts filed. The last year's cannot be entered yet.

Q. Who collects the instalments of the sale of those lots? A. Mr. Jones has charge of the mortgages, collects the instalments, and files the receipts. (Produces Mr. Helliwell's certificate). Mr. Helliwell is one of the staff of the office. It is also certified by Mr. Tully.

Q. How do you return it? Do you return it as rent? A. We return it as rent.

Q. Could you give us the dates of when it was returned? A. I can from the documents. I can produce the treasurer's receipts for each payment.

By THE CHAIRMAN.

Q. How much is it? A. \$500 a year for four years, except the deduction of \$150.

By MR. LAUDER.

Q. When does the term expire? A. The 13th of November next.

Q. Have you made any arrangement about renewing? A. No, I don't think there is any desire to renew the lease. There is a provision for the surrender of the lease at any time.

Q. Do you know who this man Mr. Scott is? A. Yes; he is a cousin or brother of the late Ald. Scott, of Toronto.

By THE CHAIRMAN.

Q. I think the treasurer made some explanation about how this \$625 is made up?
A. I think the last payment was not entered on the treasurer's book until January.

By MR. LAUDER.

Q. When did you receive the last payment? A. A few days ago—about ten days ago.

Q. How much? A. \$350. It would have been paid before but we did not ascertain the value of the fences. In fact when he paid the third year's rent it was not reserved. I took the third year's rent, and when he was notified that the fourth year's rent was due, as soon as we ascertained the value of the fencing, he paid it.

Q. Have the 370 acres been surveyed into park lots? A. No, only that portion which has been sold.

By MR. GIBSON (Huron).

Q. Are you aware that the rents were paid? A. Yes, I can produce the treasurer's receipts. I suppose they have been entered as proceeds of sale inadvertently.

By THE CHAIRMAN.

Q. The whole of these receipts both for sales and rents come through you? A. They come through the accountant of our department.

Q. Are the whole receipts either from sales or rents paid into the Public Works Office? A. Yes, we have the mortgages and leases, and everything. They are paid to Mr. Jones.

Q. Will you make out a statement of the mortgages made, the payments made, and the leases, with the amounts paid and the dates? A. Yes.

The Committee then adjourned until Tuesday at 11 o'clock.

(M)

Thursday, February 26th, 1880.

The Hon. Frank Smith was called and examined.

By MR. HARDY.

Q. I would like to ask you some questions concerning some purchases made from you in 1868. Mr. Phillips, the chief messenger of the House, says that he made some purchases from you in connection with the *Chicora's* trip in 1868. Have you any memory of them? A. Before answering perhaps it would be well for me to state in a few words why I have not appeared before the Committee heretofore. I wish to say that it was not out of any disrespect to the Committee, but that the matter stood in this way: I had no charge in my books against the Government or any member of the Government, and I thought it would not be becoming in me to tell my customers' secrets, or interfere in what I might be allowed to call, a squabble of this kind. I thought, however, occupying the position I did, and being about to leave the city, that you might think I was taking advantage of my position as a senator, which was not the case, and which I do not wish to do. In looking over my books I found there was a charge against a gentleman who was then a member of the Government—though there was nothing to do—not a word in connection with the Government mentioned in my books. I thought it my duty to let the gentleman in question know that that was the case, which I did on Saturday last by telegraph. I said that a letter would reach me on Monday, and as soon as I saw him he said I was to go before the Committee and tell all there was to be told. I don't recollect exactly his words, but in effect he said, "If there is anything in your books let it be known," and I now appear before you for that purpose.

Q. Have you the books for 1868, with the account connected with the supplies to the *Chicora*, in September, 1868, when Mr. Carling went on the expedition? A. All that was in my books in any shape I have a memorandum in my pocket of the goods sold. I did not know when this inquiry commenced that there was one word in my books for any such purpose. In searching them over, however, we found there were goods got and charged to the Hon. John Carling, \$534.39. (Produces memorandum).

Q. This is dated 5th September, 1868? A. Yes.

Q. You find these articles entered in your books: 34 gallons sherry, @ \$4, \$136; 7 doz. Hennessy brandy, @ \$9, \$63; 5 doz. Jules Robin brandy, @ \$9, \$45; 20 doz. Bass' ale, quarts, @ \$2.90, \$58; 16 doz. Guinness' porter, quarts, @ \$2.50, \$40; 51½ gallons old rye, @ 90c., \$46.35; 1½ doz. gin, \$9.60; 3 doz. Scotch whiskey, @ \$4.50, \$13.50; 3½ doz. port wine, @ \$3, \$31.50; 1 bbl. ground sugar (227 lbs.), @ 12c., \$27.24; 2 boxes lemon, @ \$9.50, \$19; 1 barrel, \$2.50; 2 packing cases, @ 30c., 60c.; 1 box cutty pipes, \$1.75;

1 lump tobacco, $5\frac{1}{2}$ lbs., @ 70c., \$3.85; 14 boxes cigars, 100 each, @ \$3, \$42. In all \$534.39? A. Yes.

Q. Was there anything else? A. That is the net result. This other memorandum (producing) shews the gross amount, credited by what was returned. The result is exactly the same.

Q. Have you any memorandum within your power or custody, shewing how that account was paid—what cheque it was paid by? A. I have not. The account is credited by that amount of cash. I have endeavoured to learn if there could be any way of tracing it, but there is none.

Q. On what date was payment made? A. Shortly after the goods were got.

Q. Paid by a Government cheque, I suppose? A. I think not; I think if it had it would have been mentioned, and I have no memory of it. It is credited by cash to that amount; that is all I can say.

Q. Does that account include everything that was got on that date? A. Everything.

BY MR. ROSS.

Q. Couldn't you tell by your bank account whether there was any cheque given for that amount? A. I think not. Well, it is possible, but after some six or seven years I think they are supposed to do away with all these papers.

Q. Do you keep a memorandum of your deposits—so much in cheques and so much in cash? A. You get a slip, but we don't keep any record of the way it is done. If Mr. Carling was here no doubt he could tell.

BY MR. HARDY.

Q. Those goods were not ordered by Mr. Carling? A. They were not, to the best of my belief. I could not speak positively as to who ordered them, but to the best of my knowledge I think it was Phillips.

Q. Something has been said about some observations made use of to you by a messenger of the House in serving a summons. Please state the circumstances. A. In what way?

Q. Something has been said about some observation made use of by you with regard to the Committee? A. All I can say is that a great deal has appeared in the papers that I did not say, and had no inclination to say.

Q. What time was this paper brought to your house? A. I think the last one came between 11 and 12 at night.

Q. By a messenger? A. Yes.

Q. Something was said about some observation you made to him about a Committee of this House? A. Well, I am quite satisfied if I said anything about it, it was that the Committee were foolish in going into the matter, as there was nothing in it. The citizens who know me know whether I am in the habit of using the language I am said to have used.

Q. I understand that the reason you did not appear was that you understood that this was a private matter with one of your customers, and that you were not permitted to disclose what took place without speaking to him, and that you afterwards communicated with Mr. Carling who expressed his desire that everything should be made public. A. Certainly. He said he knew of nothing, and for me to go and shew up everything that took place.

Hon. John Carling was called and examined.

BY MR. MEREDITH.

Q. You were Commissioner of Public Works in the first Government of Ontario? A. Yes.

Q. There was a trip on the *Chicora* to Lake Superior during the fall of 1868? A. I think it was 1868.

Q. Will you state how that trip came to take place? What led to it? A. Well, it was a matter with regard to the Government's land and mineral policy which was discussed on the floor of the House. The Government were asked to declare their intentions with regard to that section of the country, and Mr. Sandfield Macdonald stated on the floor of the House, that it was the intention of the Commissioner of Crown Lands and myself to visit that section of country, and that the probability would be that the members would be invited to accompany us, and that next Session they would state what they intended to do.

Q. That was announced on the floor of the House? A. Yes.

Q. No objection made by anybody? A. Not that I am aware of.

Q. This trip took place in consequence of that? A. Yes.

Q. Who were invited to go? A. All the members of the Legislature and some members of the House of Commons and members of the Press.

Q. The Commander-in-Chief of the Forces? A. Gen. Wyndham was one of the party, and Mr. Robinson, President of the Northern Railway and a member of the Commons.

Q. Every member of the House was invited? A. Yes.

Q. Were the expenses paid? A. Yes; everything was paid from the time we went on board here until we returned.

Q. With regard to the Railway expenses—you don't remember whether the Railway Companies gave free passes? A. I think the Northern Railway did, and I think the Great Western; I am not sure about the Grand Trunk, but I think they did.

Q. How many persons composed the party? A. Do you mean including the crew of the vessel?

Q. Without the crew? A. I think about one hundred or one hundred and ten.

Q. How many members of the local House were there? A. Well, I cannot recollect exactly.

Q. How many do you think—forty or fifty? A. Yes, I think so.

Q. Was the leader of the Opposition, Mr. McKellar, one of the party? A. Yes, and Mr. Mackenzie.

Q. Mr. McMurrich and Mr. Sinclair? A. Yes.

Q. The party were composed of members of both sides? A. Both sides were invited the same.

Q. You visited various points on the trip? A. Yes, the Inspector of Prisons and Asylums wished us to visit the Reformatory at Penetanguishene. We were also at Sault Ste. Marie where they were enlarging the lock-up, and at Prince Arthur's Landing.

Q. And the mouth of the Kaministiquia? A. Yes, our attention was called to the matter of vessels going up to Fort William—that there was a bar at the mouth of the river which prevented vessels from going through to the Hudson's Bay fort.

Q. You visited those places? A. Yes.

Q. The Reformatory at Penetanguishene? A. Yes.

Q. Examined the mouth of the Kaministiquia? A. Yes.

Q. Did you stop at any other place? A. There was a good deal of excitement at that time about the silver mines, and we went into those regions.

Q. Did you stop at Silver Islet? A. I am not sure, but I think so.

Q. How long were you away? A. I think eleven or twelve days.

Q. Does that embrace the whole expenditure in connection with the trip? A. (Looking at paper), I fancy it does.

Q. Mr. Smith has been examined with regard to purchases of some \$500 worth of supplies, principally liquors purchased at his establishment. Are the liquors included in this sum? A. I fancy so.

Q. Have you any doubt about it? A. No, I haven't.

Q. Why were they ordered in this way. What arrangement was there with Milloy with reference to the matter? A. The understanding was that he should provide for the trip.

Q. Everything? A. Everything. The question came up as to furnishing the liquors and refreshments, and he said he would rather we sent some one to look after that; and it was arranged that the goods should be got from Mr. Smith. It

was not known what quantity would be used, and Mr. Wilson (I think he was then a partner of Smith), said that what was not used would be taken back; and we appointed Mr. Phillips, in whom we had every confidence, to take charge of these goods and see that they were not wasted, and that all that were not used should be returned. We were to get credit for them. Mr. Milloy was to charge the amount used in his account.

Q. How did your name appear in Mr. Smith's account? A. I don't know, except that I sent word, perhaps that I would be responsible—that it would be all right.

Q. Were any other liquors purchased or used upon the trip than those? A. No, I think not.

Q. It has been hinted that there was champagne on the trip? A. Not a bottle was purchased by us. I think it was at Parry Sound that we stopped to see some mills, and the proprietor brought on a basket or two of champagne and gave it to the party, but beyond that there was no champagne.

Q. That is, there was more supplied by the boat? A. No, there was none.

Q. That was in 1868? A. Yes, I think so.

Q. The first year of your Government? A. No, I think not.

Q. The Government went out in 1871? A. I think so.

Q. So there must have been three full years after 1868? A. Yes.

Q. And of course members on both sides must have been aware that there was considerable expenditure in connection with this trip? A. Certainly. The leader of the Opposition was there, and I don't know how many of each side, but I think they were pretty well divided.

Q. I think you have omitted one object in view.—I believe that the following Session there was a subsidy given to the vessel that opened up the trade? A. I am rather of the opinion that it was subsidized previous to that; it was for the purpose of inducing some one to take a steamer on the lakes and open up a trade and bring that country into notice. There was considerable excitement at that time about silver.

Q. And a great deal of discussion in the House with regard to the mineral and timber policy of the Government? A. Yes.

Q. Was any objection taken by anybody in the House or outside after the trip was announced, that it was intended to be taken? A. Never heard of anything of the kind.

Q. An attempt has been made to shew that there was some kind of hunting expedition back to Peterboro'. Do you remember whether there was anything of that kind? A. Not that I am aware of.

Q. It is said that you were a member of the party. Do you know of anything that could have given rise to that story? A. No; I remember being with Mr. Tully to visit a lock that was being constructed at Young's Point, and I think his brother-in-law asked me to go up the Lake one day. I think I went up two or three hours, but there was no hunting.

Q. And that involved no expenditure of Provincial funds? A. Not that I am aware of.

Q. There was a dinner given to the Medical Association of America, I understand at the expense of the Government, in 1870? A. Yes.

Q. Had you anything to do with that? A. No; I think the heads of the different lunatic asylums and institutions of that kind in the United States were about to visit Canada. I know that the heads of the institutions in Canada had been invited to attend some similar meeting in the United States; and I believe that the Inspector of Prisons recommended that some kind of entertainment should be given them when they came over.

Q. Reciprocating what had been done on the other side? A. Yes.

Q. I suppose it would be an advantage in establishing these asylums and prisons to have an interchange of visits with these gentlemen? A. Yes; our Medical Superintendents and Inspector of Prisons had been visiting the majority of these institutions and were treated very civilly, and it was thought as we were enlarging our accommodation, that when the heads of those institutions came here we should shew them some courtesy.

Q. There were two receptions, one at Toronto and another at London. Was any member of the Government present at either? A. I was not. I am not sure as to the others.

Q. They were entirely under the control of those connected with the institutions?
A. They were managed by Mr. Langmuir, and got up on his recommendation.

Q. Do you know anything about the trip to Belleville in connection with the opening of the asylum there? A. No, I do not.

Q. Was there any such trip? A. There may have been, but I am not aware of it. I went with Mr. Sandfield Macdonald to select a site.

Q. But at the opening? A. I was not there, and I don't know that any member of the Government was there.

Q. Were members of the House at the opening? A. Not that I am aware of.

Q. Nothing of that kind took place under the administration of Sandfield Macdonald?
A. I would not like to say so, but there were none that I know of.

Q. But you would remember anything of that kind? A. I don't think there was any general invitation to the members. There may have been, but I cannot recollect clearly. I am not sure. I was not there. The opening of the asylums was generally left to Mr. Langmuir to arrange. It was generally done in his department.

Q. Do you remember if an additional appropriation was taken in 1868 to defray the expenditure in connection with the *Chicora* trip? A. No; the expenses of the trip were charged to Colonization Funds, as it was considered that that was the proper fund to charge it to, as Mr. Richards was Commissioner of Crown Lands and it was connected with his timber and mineral policy.

Q. I don't suppose any member of the Opposition called attention to the fact that he did not observe an item in the Public Accounts with reference to this trip? A. I think I have heard them say something about it. I don't think it was in the House. I heard them say it was charged to Colonization Roads.

Q. Then the members of the Opposition were aware of the account to which it was charged? A. Yes, I think so.

BY MR. HARDY.

Q. Mr. Richards was Commissioner of Crown Lands at this time? A. Yes.

Q. Do you happen to remember that he doesn't certify to the account though it was charged to the funds of the Department; why was it certified by you instead of him? A. If I am not mistaken, I think the Colonization Roads were under the charge of the Commissioner of Public Works at that time, and they were afterwards transferred back to the Crown Lands, as it was thought that the arrangement did not work well. I know they were under the control of my department.

Q. In whose special department was the matter relating to minerals and licenses?
A. In Mr. Richards'.

Q. That is Crown Lands? A. Yes.

Q. And it was in connection with the mineral policy that you undertook the trip, I understood you to say? A. The question came up in the House about the timber policy of the Government and their mineral policy, and also something about the public improvements under Sandfield Macdonald.

Q. Timber matters were connected with Mr. Richards—the Crown Lands Department—as now? A. Yes.

Q. And he went along on this trip with yourself? A. Yes.

Q. And it was thought advisable to develop the timber and mineral policy while talking over the refreshments which you took along—the barrel of whiskey, ale, and those things? A. Not at all; nothing of the kind; as Mr. Sandfield Macdonald had announced the trip, and that the members would be invited up to see that section of the country, and of course when we invited them we had to take care of them.

Q. Did Mr. Langmuir go? A. Yes.

Q. And Col. Gillmor? A. Yes; I think the Assistant Commissioner of Crown Lands was present and Mr. Tully.

Q. And in going along you took such articles as are mentioned here—Hennessy, and ale, and old rye, and gin, and Scotch whiskey, and beer, and wine, and tobacco, and cigars. You have no doubt of the correctness of the account? A. I have no reason to doubt it.

Q. And these were charged to public funds? A. Certainly.

Q. Mr. Milloy furnished the table? A. He really furnished everything.

Q. And you fixed it up in that way—you know how these things are done? A. No; there was no fixing up about the thing. Mr. Milloy had the getting up of the thing in bulk and charged us so much, but they would not have known how much the amount was; we had no check on these goods. Milloy sent what quantity would possibly be required for a certain number, and Mr. Phillips was appointed by the Government to take charge.

Q. Then these things were not paid for by the persons who went along, as they drank them? They were all to be in the one account? A. Just so.

Q. I see it is endorsed "Hon. John Carling applies for payment of the within account, being expenses incurred in developing Colonization Roads, \$4,172.84. Certified that a warrant may issue in favour of Hon. John Carling, for the sum of \$4,172.84, allowed as above, E. B. Wood." Don't you think that that is rather fixing it up a little? Doesn't it strike you that if anything of this kind had taken place in Mr. Mackenzie's time you would have come down upon him? A. I think the appropriation was for colonization roads, for opening up the country.

Q. How much was appropriated for colonization roads in that district that year? A. I cannot say.

Q. Can you state that there was as much appropriated for the Algoma district that year as this amounts to? A. I don't think that appropriation is made for colonization roads—that is not granted for a particular road.

Q. Perhaps not in that way. Have you any memory of the expenditure, or whether there was as much expended in making roads that year as there was expended on that trip? A. I cannot say.

Q. The Messrs. Milloy were constituents of Mr. Richards in Niagara? A. I did not know that.

Q. They were once the owners of, or ran the *Chicora*? A. Yes.

Q. Can you say whether the remarks of Mr. Sandfield Macdonald on the floor of the House, to which you have referred, were reported or not? A. I cannot say.

Q. How is it that the details of the account cannot be given. Supposing you were to build several colonization roads wouldn't you specify the roads, the number of miles, etc.? A. I dare say I would.

Q. You were in the habit of buying office furniture and other things, do not you bring down the details? A. Yes.

Q. And why not in this case? A. The arrangement which was about to be made with Milloy was, that he should have a lump sum for the trip, on condition that there were to be so many in the party, and, as I said before, this question of refreshments could not be arrived at, and we got at it in this way—that the goods were to be bought from Mr. Smith, and we appointed a man to take charge of them, and keep the account, and we were to pay for what we used.

Q. That was in addition to the charter charge per head? A. There was not a charter charge of so much per head, it was a lump sum.

Q. And this charge was included in the lump sum? A. We could not say how much it was to be, and we agreed to send a man, and whatever it was to be was to go into the account.

Q. The refreshment booth on the deck was kept open? A. Yes.

Q. They could get a drink whenever they pleased? A. Yes; everyone was supposed to enjoy himself as if he was in his own house.

Q. I see there were some goods returned—some cigars, brandy, gin, etc.? A. Yes; we had an excellent man to take charge of them, and I think there was nothing wasted.

Q. I suppose you had a real good time on the whole? A. Yes, I think so.

Q. A band of music with you, the Queen's Own, I believe? A. Colonel Gillmor was colonel of the Queen's Own, and some of the band went along, but I don't know whether they were paid for it or not. He was Clerk of the House and he volunteered that some ten or twelve members should go.

Q. I suppose one would not be out of the way in describing the occasion as a real, roaring time. Was there a "big heap drunk?" A. No, I don't think so. We had Mr.

McMurrich and Mr. Mackenzie and other sober men along. We invited people at the different points—at Penetanguishene, at Parry Sound, Sault Ste. Marie, and Fort William, where we were treated very kindly by Mr. McIntyre, who was in charge of the Hudson's Bay Company there, and we treated them kindly in return.

BY THE CHAIRMAN.

Q. You visited the Sault? A. Yes.

Q. And the whole party were invited up by the commandant of the American garrison there? A. Yes, and we invited him back to our boat. There was a review of the troops by General Wyndham; they invited him to do so.

Q. You were at Marquette and were invited out there? A. Yes, we visited the iron mines there.

Q. And the Marquette people were invited back again? A. Yes.

BY MR. ROSS.

Q. It was a lump sum that was agreed upon with Mr. Milloy? A. We were to give them so much and we were to have so many.

Q. Although you made an agreement for a lump sum, the allowance for these articles was not agreed upon until after the trip? A. We could not arrive at the quantity required.

Q. Was it not a strange thing to agree that a lump sum should be charged before you knew what the amount would be? A. We knew what it would be except the charge for the refreshments.

Q. What was the lump sum agreed upon exclusive of the refreshments? A. I cannot say now.

Q. Wouldn't it be a natural thing to make out the account of the contract as made and then add the refreshments separately? A. We thought the plan we adopted was the safest way. We thought we would save money.

Q. But you thought it would be safest in another sense? A. We thought it would be the safest for the Government.

BY MR. HARDY.

Q. I find one account is endorsed "Hon. John Carling applies for payment of the within account, being expenses incurred in developing Colonization Roads, \$4,172.84," and it is certified "that a warrant may issue in favour of the Hon. John Carling for the sum of \$4,172.84 allowed as above: E. B. Wood." Then I find this: "Hon. S. Richards advanced to meet expenses on account of this service"—that is, Colonization Roads—" \$4,941.73?" A. Where does that appear?

Q. In the Public Accounts for 1868. How much of the latter sum went for that expedition? A. None at all.

Q. What was it for? Have you any memory on that point—can you speak accurately? A. I know that we paid the account in full to Mr. Milloy, and that it covered everything on that expedition.

Q. How long were you at that review at the American fort? A. I think we remained over there a day.

Q. I think it was on Sunday? A. I don't know; it may have been on a Sunday.

BY MR. MEREDITH.

Q. I understand you to say that that item, \$4,172.84, included the whole expenditure in connection with that trip? A. Yes.

Q. And no part of what is charged elsewhere had anything to do with that? A. No part of it.

BY MR. HARDY.

Q. That subsidy was originally given as a loan. How much was it? A. \$11,000, I think. It was a direct grant.

Q. I think it was advanced as a loan? A. No; it was given as an inducement for them to commence a trade between Collingwood and Fort William. They were to run so many trips in the season. There were no steamboats running except a small one up to Fort William.

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43 VICTORIA, 1880.

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FLOOS TRAMWAY COMPANY :—Petition presented, 34. Reported, 38. Bill introduced, 43. Reported, 75. Second reading, 95. Committed, 102. Third reading, 110. R. A., 166. (43 Vic., c. 73.)

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GRAND JUNCTION RAILWAY COMPANY :—Petition presented, 28. Reported 32. Bill introduced, 32. Reported, 49. Second reading, 102. Committed, 119. Third reading, 124. R. A., 166. (43 Vic., c. 54.)

GRAND ONTARIO CENTRAL RAILWAY COMPANY :—Petition presented, 28. Reported, 35. Bill introduced, 39. Reported preamble not proven, 46. Fees remitted, 46. Report referred back, 76. Reported amended, 90. Second reading, 96. Committed, 105. Third reading, 110. R. A., 166. (43 Vic., c. 55.)

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2. Bill introduced respecting the estates of Insane Persons, 130. Second reading, 141. Committed, 148. Third reading, 149. R. A., 166. (43 Vic., c. 36.)

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2. Bill introduced respecting the inspection of Insurance Companies, 94. Second reading, 110. Committed, 117. Third reading, 118. R. A., 166. (43 Vic., c. 20.)
3. See *Accounts*, 29, 30.

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LAMBTON CENTRAL RAILWAY COMPANY :—Petition presented, 31. Reported, 38. Bill introduced, 39. Reported, 46. Second reading, 52. Committed, 54. Third Reading, 75. R. A., 166. (43 Vic., c. 56.)

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LODGERS, DISTRESS OF GOODS :—Bill introduced, 101. Second reading and referred, 113. Reported, 118. Committed, 127, 134. Third reading, 141. R. A., 166. (43 Vic., c. 16.)

LONDON CITY GAS COMPANY :—Petition presented, 28. Reported 31. Bill introduced, 32. Reported, 42. Second reading, 52. Committed, 77. Third reading, 91. R. A., 166. (Vic., c. 75.)

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PETERBOROUGH PROTESTANT POOR TRUST:—Petition presented, 25. Reported, 45. Bill introduced, 47. Reported, 54. Report referred back, 93. Reported, 101. Fees remitted, 101. Second reading, 105. Committed, 113. Third reading, 116. R. A., 166. (43 Vic., c. 83.)

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TORONTO AND OTTAWA RAILWAY COMPANY:—Petition presented, 31. Reported, 35.
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